CYCLE NEWS®

WEST Volume XVIII : Number 32 : August 19, 1981 85¢

Impression: Sailing along on Kawasaki's GPz550

Silverstone
Middleburg (who?), Roberts, Mamola top British GP

Winston Pro
Santa Fe short trackin', Peoria TTin'

Motocrosser
Mike Guerra and his 250cc GP chase

AMERICA'S WEEKLY MOTORCYCLE NEWSPAPER

THE LATEST POOP BY PAPA WEALEY

With only one round remaining in the 500cc World Championship Road Race Series, Suzuki's Marco "Lucky" Lucchinelli is the solid favorite to claim the 1981 title. At the Aug. 9 Finnish GP at Imatra, Lucchinelli beat second placer — and sole challenger to the title — Suzuki-mounted Randy Mamola by a full 20 seconds after Mamola was forced to recover from a very poor start. Reigning World Champ Kenny Roberts placed only seventh after the Yamaha's power valve failed only two laps from the end. Teammate Barry Sheene retired, also with power valve failure, at the halfway point in the race as he and Roberts battled for second place. Lucchinelli's winning time was 48:05.7, totally dominating the field ahead of a close three-way race for second place. Second went to Mamola (48:25.2), but Kawasaki's Kork Ballington (48:25.5) and Suzuki rider Jack Middleburg (48:25.7) followed within one-half second! Suzuki's Graeme Crosby finished fifth with a 48:39.4 time. In the points standings, Lucchinelli holds a nine-point lead over Mamola, 103 to 94. With 15 points awarded for a GP win, Lucchinelli would have to fare poorly at the Aug. 16 Anderstorp, Sweden series finale while Mamola placed third or better for Randy to take the title. Roberts is out of contention with 74 points, a seven-point third over Sheene's 67. Crosby holds fifth with 62. In 250cc GP action, Kawasaki's Anton Mang continued to dominate the series with yet another victory. Rich Schlachter retired on the last lap when his Yamaha ran out of gas. Schlachter was running fifth at the time; he's ninth in the points standings.

Suzuki's Harry Everts won both motos in the Czechoslovakian round of the 125cc World Championship MX Series held Aug. 9 at Dalecin. Yamaha's Marc Velkeneers and Suzuki's Eric Geboers each picked up GP points for a second and a third placing, Velkeneers with a 2-3, Geboers with a 3-2. Everts holds a 14-point lead over Geboers, 184 to 170, with one race left on the circuit, Aug. 16 in Spain. Velkeneers is third with 164, just ahead of Michele Rinaldi's 160-point fourth.

Team Yamaha rider Neil Hudson aced both motos of the 250cc World Championship MX Series round held Aug. 9 in Leningrad, Russia, drawing to within 11 points of series leader, Team Suzuki's Georges Jobe, 233 to 222. Jobe finished second to Hudson in the first moto, but crashed in round two, breaking his arm. With the third place rider in the series points standings, Kees Van der Ven, almost 100 points out of contention at 129 points, Hudson is almost certain to take the title in the final round, Aug. 16, in Holland. American Mike Guerra didn't show up in the results from either moto; he's presently sixth in the standings with 63 points.

Andre Malherbe wrapped up his second consecutive 500cc World Championship MX Series title at the Aug. 9 season finale in Ettelbruck, Luxembourg, edging Honda teammate Graham Noyce by six points, 213 to 207. Malherbe rode 2-9 at Ettelbruck while Team Yamaha's Hakan Carlqvist won that event with a 1-2 score. Noyce placed second overall in the race with a 3-4 tally. Carlqvist took third in the World Championship series with a 201 total. Following him were Yamaha's Andre Vromans (154), Suzuki's Jean-Jacques Bruno (152) and Suzuki's Brad Lackey (99). Lackey didn't show in the top 10 of either moto at Luxembourg.

Bo O'Brochta once again put his name on at the head of the Top Fuel stack in the NMRA Golden State Nationals, Aug. 8-9, at Fremont, CA. O'Brochta took an easy win over the Jim Bernard/Ron Teson Yamaha in the final run when the shifting mechanism on Bernard's bike failed, leaving him stuck in high gear. O'Brochta ran 7.42/160.71 while Bernard rolled through a 8.96 seconds and 128.02 mph. Bob Carpenter beat runner-up Superbike Mike Keyte in the Pro Stock final, 8.69 seconds and 151.51 mph to Keyte's 9.83/103.56. Series leader Terry Vance had problems all day after his Vance-Hines Racing Suzuki's shifter malfunctioned in the first round. Byron Hines pulled the motor from his street bike and put it into the Pro Stocker for round two, but the ignition failed there. Vince Santangelo topped Jon Baugh in Funny Bike with a 7.76/169.17 blast. Rick Gero won the Pro Comp class, and Joe Yeager set a new record in Super Mod with a 10.55/125.17 run. Full coverage next week.

Word is out through the Council on Environmental Quality that the Reagan administration has decided not to ammend or rescind the two existing Executive Orders (E.O. 11644 and E.O. 11989, issued by Presidents Nixon and Carter, respectively) concerning OHV use on public lands. The AMA had hoped that alteration of the Executive Orders might lead to increased access to public lands by trail riders, but AMA Government Relations Associate Director Rob Rasor said, "The fact that they ever considered it is important. I think in the future we can look for more support from the administration and the Department of Interior."

Last week we told you about the AMA's ISDE tour. Well, due to lack of support, it has been cancelled. So that leaves the Love International Travel tour, organized by Gigi Penton. The only differences in the two tours are the airline (Alitalia) and $6 in the base price. To reserve a spot, contact Love International Travel, 5380 Oberlin Ave., Lorain, OH 44053, 216/282-6185. The tour will leave New York on Sept. 28 for the ISDE, which will be held Oct. 5-10 on the island of Elba, off the coast of Italy. It returns to New York on Oct. 12.

At the San Diego Off-Road Vehicle Coalition-organized public meeting in San Diego on Aug. 6, it was revealed that the proposed Sycamore Canyon OHV park project, under consideration for Green Stickie funding, was shelved by California Parks and Recreation Director Pete Dangermond in favor of other, non-OHV related, projects. So it went to the Legislative Analyst and then to the legislature as a "skeleton" so to speak, with no feasibility study or accompanying paperwork, and was rejected in the legislature. Legislators at the Aug. 6 meeting kicked the issue back to San Diego County, indicating a need for strong and formal support of the project by the county.

Yamaha-mounted Bruce Ogilvie swept both Open Expert races at the Propectors M.C./San Gabriel Valley M.C. D-37 Dual European Scrambles held at Red Mountain, CA on Aug. 9. Cliff Thomas, also Yamaha-mounted, scored a double win in the 250cc Expert ranks.

We forgot to point this out last week, but the revised scoring in the AFM Budweiser Six-Hour moved the privateer Kawasaki team of Rick Mitchell and Steve Sowden up to third place overall, third in the Open class. Mitchell, who had believed the team finished third all along, said that they finished a scant *three seconds* ahead of David Emde and Harry Klinzmann on the San Jose BMW after six hours of racing!

Top privateer in the AMA 500cc National Championship MX Series Alan King crashed at the Washougal National and suffered a severely dislocated wrist. Alan will be out of action for at least two months, according to Maico's Rich Schuenemann, so some cards and letters would definitely help ease the pain of having to miss the final 500cc race at Carlsbad and the Trans-USA MX Series. Send 'em to Alan King, 1526 McManus, Troy, MI 48084.

Chuck Sun will ride at Carlsbad. Sun, who sprained his ankle at the Washougal 500cc National Motocross, will slip into a Scott plastic boot and defend his second place 1981 series standing at the Aug. 16 AMA 500cc National Championship MX Series finale.

Do you want the United States to field a motocross team for the 1981 Trophee des Nations and Motocross des Nations races? Time's running out. The major manufacturers have agreed to match donations from us to support such a team, but it'll all be over in a couple weeks unless we send in our support checks. One way to do it is to buy a commerative T-shirt from Hi-Point Racing Products, 3709 W. Erie Ave., Lorain, OH 44053, Westerville, OH 43081. Whatever you decide to do, be sure to do it today!

At tip of the *Cycle News* helmet to Mike Gillman, brother of National MX #88 Scott Gillman, who won the Pepsi Challenge of Champions for Class 1 (unlimited single-seater) cars at the Bridgestone/SCORE Off-Road World Championships. He will donate his $16,500 prize to the Cystic Fibrosis Foundation. Scott ran as high as third in the race before dropping out near the end.

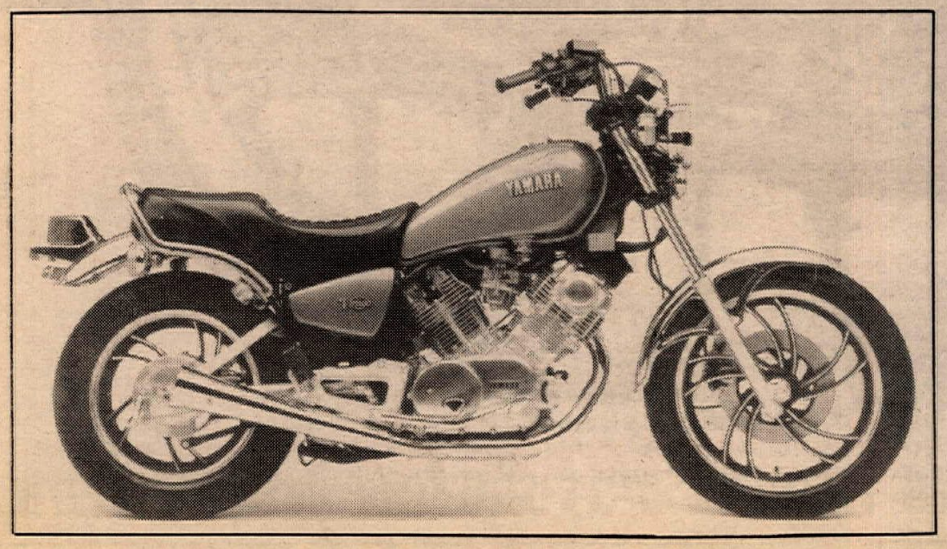
Desert ace and ISDE contender Jack Johnson swapped from the bars of a Maico to the wheel of a Hi-Jumper for the win in Class 9 (1200cc single-seaters) at Riverside. He also finished ninth in the Pepsi Challenge.

Motocrosser Peter Wanket, National #56, and girlfriend Lisa Monohan will be married Aug. 29.

How'd you like to learn basic motorcycle maintenance? How'd you like to learn it for free? Anaheim Honda-Kawasaki's Wayne Murphy and Terry Sorsbie will be offering such a class on the first and third Tuesdays of the month from 6-8 p.m. All you have to do is phone one of them at 714/778-6700 and make a reservation. Anaheim Honda-Kawasaki is located at 909 N. Anaheim Blvd.

David Emde (BMW) won the August 2 round of the Battle of the Twins National Championship Road Racing Series at Loudon,

Here's Yamaha's early entry into the 1982 model line-up, the 750cc Virago. At $3149, it's a deal that V-twin lovers will find hard to pass up. Don't look for major changes, only the Star Silver paint is new for '82.



New Hampshire's Bryar Motorsport Park. Jimmy Adamo (Duc) placed second ahead of Norm Smyser (M-G).

250cc and 490cc Maicos with single shock rear suspension should hit dealer floors in November. A 125cc Maico is still on the drawing board and an '82 version may find its way to the U.S. around May.

A cloud hangs over the future of Australian road racer Gregg Hansford following his crash during the July 5 Belgian GP. Hansford suffered a broken leg and a cracked hip, the result of hitting an official's car parked on an escape road at the Spa circuit. Team Kawasaki Australia has disbanded their European GP effort and the two KR500s, hardly used since Hansford's crash earlier in the year at Imola, have been returned to Japan.

The rumor mill begins working overtime when we hit what the British call "silly season." Among the rumors floating around is one that has Kawasaki releasing a turbocharged KZ1300 this fall. Those who swear the rumor is true say the 150 hp bike will be called the KZ1300TTS. And there'll reportedly be a sporty version of the 1300, the KZ1300TS.

Sidecar road racer Bob McGuire is offering a $500 reward, no questions asked, for information leading to the recovery of two antique Harley-Davidson motorcycles which were recently stolen from him. The Harley's are a 1916-F, serial number L10437-M, 61 cubic inch - 1,000cc, gray with original tank, lettering and striping; also a 1946, serial number 46WL1481, 45 cubic inch - 750cc, two-tone brown and cream. Write: Bob McGuire, 8839 Miller, Fair Haven, MI 48023. Phone: 313/725-1842. •

California Amateur State Championship Series

Following are race dates in each area including the final State Championship race:

Northern California

September 27
Location: Prairie City ORV
Boss Motocross
c/o Fred Dion
6855 Dublin Blvd.
Dublin, CA 94566
209/952-3528

October 11
Location: Marysville, CA
Marysville Motocross
c/o Charlie Sexton
2113 Paseo Avenue
Live Oak, CA 95953
916/695-2727

October 17
Location: Argyll Park
Argyll Park Promotions
c/o Buel Campbell
P.O. Box 601
Dixon, CA 95620
916/678-3592

October 25
Location: Marysville, CA
Marysville Motocross
c/o Charlie Sexton
2113 Paseo Avenue
Live Oak, CA 95953
916/695-2727

Southern California

September 20
Location: DeAnza Park
DeAnza Racing Club
c/o Edward Michetti
P.O. Box 355
Sunnymead, CA
714/653-8068

September 27
Location: Sunrise Cycle Park
Anaheim Hi-Siders
c/o Al Smith
11382 Earlham
Orange, CA 92669
714/245-7339

October 11
Location: Sunrise Park
Sunrise Valley Cycle Park
c/o Nick Brajevich
15224 7th St.
Victorville, CA 92392
714/245-7339

October 18
Location: DeAnza Park
DeAnza Racing Club
c/o Edward Michetti
P.O. Box 355
Sunnymead, CA
714/653-8068

State Championship Final

November 15
Location: Saddleback Park
c/o James Beltinek
28892 Marguerite Parkway
Mission Viejo, CA 92692
714/495-4771

Silverstone snippets

By Alan Cathcart

One of the British magazines set up a speed trap on the main straight at Silverstone Road Race GP on the first day of practice, and the figures taken made interesting reading. In the 500cc class, Lucchinelli's Suzuki was quickest, at 149 mph, tied with Swiss privateer Philippe Coulon's standard RG. Mamola's works Suzuki was third best at 148, with Dave Potter's TZ500 first Yamaha on 147. In contrast, the Kenny Roberts/Barry Sheene factory OW53 square four machines which were widely thought to have a considerable edge on top speed over the opposition were only joint sixth and eighth best, respectively, at 145/144 mph. Roberto Pietri showed that there's nothing wrong with a box-stock RG500 if it's set up right by trapping 146, for fifth quickest. Spencer's Honda tied Sheene, together with Ballington's works Kawasaki, at 144 mph.

In the 250cc class Anton Mang's Kawasaki was, as you'd expect, a cool 3mph faster than the opposition on the 139 mark, but what's surprising is that none of the other Kwackers made the top 10. Nor did Richard Schlachter's Yamaha, though to be fair, his was a troubled practice session. Still, he must have been riding double-hard around the corners to finish fourth as he did against other bikes up to 5mph faster in a straight line.

All thse figures pale in comparison with the incredible speeds of the 125 machines. Displacing one quarter of the capacity of the 500 bikes, Bianchi's factory MBA was trapped at 129 mph, and the Minarelli duo of Reggiani and eventual winner Nieto at 128 and 126, respectively.

34-year old Spanish rider Angel Nieto put himself on a firm track for his 10th World Championship when he romped to an easy win in the 125cc GP. His aim now is to beat Agostini's total of 15 World titles, and there's no reason he shouldn't if he keeps on dominating the tiddler classes.

Fastest lap in the 250cc GP went to fourth place man Richard Schlachter on his Kevin Cameron-tuned Yamaha, sponsored by Krauser/Bob McLean Racing. Considering there were three factory Kawasakis in the race, as well as another half dozen disc valve works machines, it's a testament to the Cameron tuning wizardry as well as Schlachter's superb riding.

Kenny Roberts is pressing the FIM to include a World Championship round in the USA in 1983, preferably at Laguna Seca, where the recent excellent crowd turnout gives some confidence that a USGP could pay its way. Problem is that the FIM wants a minimum of four classes to be run, as against the 250 and 500cc only that seem on the cards. But with top sidecar men such as Rolf Biland eager to make the trip to race in America, this may be the key to a compromise.

Randy Mamola near-totalled his Mercedes rental car on his way to practice at Silverstone on the Wednesday before the race. Another driver performed a U-turn (legal in Britain provided you don't do it dangerously) in front of him, and Randy had no option but to T-bone him. A police report absolves him from blame, but he had to go for an interview with the local 'bobbies' after practice.

Marlboro sponsored not only the Grand Prix at Silverstone but also the Transatlantic Match Races over the Easter weekend. When I asked the tobacco giant's UK sales director George Mackin if the rumored extension of the series to take in a team of Australasian riders was likely (it isn't — but there will almost certainly be a separate series pitting such a team against the UK squad), an even more interesting possibility came to light: there's a chance that a reciprocal series might be run on American tracks.

Marlboro is taking the lead to try to arrange a three-meeting series in the USA — probably at Californian tracks (Laguna Seca, Riverside and Sears Point?) in 1982. At present, nothing firm has been arranged, but if the extension to the series does come off, a six-man British team would contest three rounds in the USA before the circus moved to the UK for the Easter match races. March is the most likely month for the U.S. rounds, not only because the European calendar is clear of International meetings, but also because the Brits might well tie in the series with an outing at Daytona. One one question mark hangs over the plans: Would the U.S. rounds attract enough spectators to make it economically feasible to bring the British team over?

Mackin's 20-year-old son Steve is a topline road racer in his own right and only failed narrowly to qualify for the 500cc GP on his RG Suzuki. Marlboro's commitment to motorcycle racing is thought to be in no immediate danger for the forseeable future!

Freddie Spencer delighted many spectators at Silverstone with his highly competitive ride on the NR500 Honda, which must have given a new lease of life to the controversial project. What's it like to ride compared, say, with his Formula 1 U.S. Honda? "The main problem is the NR has no torque exiting from corners (there are no flywheels as such, as compared to the F1 bike). I can go into turns on the same line as Mamola or Roberts on their strokers — real late and squaring off the turn like on a dirt track — but if I do that I can't pull out of the corner as quickly because of the lack of torque. So I have to go in much earlier than on the big four-stroke, and feed the power on earlier to come out of the bend faster, and that's really difficult on a fast track like Silverstone. At Laguna we geared the bike right down, and I could keep the revs up the whole time in the powerband." Peak revs on the 90° V4 are 20,000 rpm.

At first it was thought that Barry Sheene had escaped with just a gashed hand from his third lap crash in the 500cc GP when Graeme Crosby unloaded in front of him. But after a restless night at Lord Hesketh's palatial country home near Silverstone, Barry felt a hospital check up would be a good idea. They found he had a broken finger in his left hand, a broken bone in his leg and a cracked one in his foot, and severe chest bruising. Determined not to miss the last two GPs in Sweden and Finland, Barry slipped out the side door before the doctor could stop him, and drove back to his country home for some rest before flying to Scandinavia. "I'll try it and see how I feel!" was his only comment when asked if he thought he'd be fit to ride there.

Freddie Spencer's next outing on the NR500 Honda is expected to be at the Race of the Year at Mallory Park in Britain on Sept. 20. After the Silverstone GP retirement, both bikes were shipped back to Japan for examination and modification rather than contest the last two rounds of the 500cc series. With its tight hairpin and lack of any real straight, Mallory will be as different a test as possible from the wide open spaces of Silverstone. Ron Haslam's Honda Britain F1 bike beat all the strokers there in a round of the Match Races in April, so it must be counted a four-stroke track on which the NR should theoretically shine.

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ON THE FRONT PAGE: One of Kawasaki's more popular hot rods, the GPz550, catches eyes with its racer red paint, but it won't catch flies as the fast running, good handling package it is. An impression begins on p. 14. Photo by Charles Morey.

INSIDE

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VOICES

Seven straight for Lawson

It is not my intention to place blame on anyone, but I've seen a statistic given wrong over the P.A. system at Laguna Seca and then further complicated when the Kawasaki press and public relations department picked it up.

Eddie Lawson clinched his second straight title in the 250cc class this year, but he has won seven straight Expert Lightweight Nationals on his Kawasaki, not eight. In two years he has won eight, but only seven straight.

In 1980:
Daytona: Lawson (Yam).
Road America: Dan Chivington (Yam).
Loudon: Bruce Maus (Yam).
Road Atlanta: Lawson (Kaw).
Laguna Seca: Lawson (Kaw).
Pocono: Lawson (Kaw).
In 1981:
Daytona: Lawson (Kaw).
Road America: Lawson (Kaw).
Loudon: Lawson (Kaw).
Laguna Seca: Lawson (Kaw).
Pocono: ?

I realize its a minor overstatement and I'm just being premature, for he will surely capture his eighth straight at Pocono, but I just thought I'd like to set the record straight.

GLENN BILLINGS
Newport, CA

Kawasaki management change

It is with mixed feelings of regret and pleasant anticipation that I inform you that I will be leaving my present position as President of Kawasaki Motors Corp. U.S.A., effective Aug. 3. I will return to Japan the middle of August in order to assume new responsibilities with the Engine Division of Kawasaki Heavy Industries, Ltd., our parent company.

I have been working in the United States for more than 10 years and believe that the time has come for this change in my career direction. However, I will miss the many friends and business colleagues with whom I have been associated during these years; and would like to take this opportunity to express my sincere appreciation for your support and encouragement. It has been the most challenging and enjoyable time of my life; and the memories of your warmth will stay forever in my mind wherever I am.

My successor, Mr. Tetsuro Takahashi, has worked with consumer products for Kawasaki Heavy Industries for many years, gaining wide experience and knowledge of all areas of the business. I will appreciate it if you will extend to Mr. Takahashi the same support and cooperation you have given me.

SEIJI YAMADA
Kawasaki Motors Corp., U.S.A.
Santa Ana, CA

"T" Register

We are trying to found the Yamaha "T" Register. The purpose of the register will be to actively support the interests of owners of TA, TD, TZ production and RD, YZ, and OW factory road racers. The Register will be published quarterly, containing an ongoing list of members' machines by model and serial number in an attempt to keep track of these unique racers as the years pass.

The publication will also function as a sounding board for members wishing to exchange technical and historial information necessary for competition and or restoration. A want ad section for these bikes and associated parts will round out the publication.

Assuming that we receive sufficient response to start up publication anything worth printing will be gratefully accepted. Annual membership dues are $10. Interested parties may send personal checks or money orders to Yamaha "T" Register, 719 Belmont Ctr., Port St. Lucie, FL 33452.

JIM REED
Port St. Lucie, FL

Let's hear it for John Morgan

In March of this year I had the honor of attending the Two-Day Qualifier in Oklahoma, but even better than that, I had the opportunity to meet, visit with and observe one of the fine men behind the scenes in our ISDE effort.

That man is John Morgan. John is a fine example of the type of people involved in motorcycling today, and does more than his job as Suzuki's team manager.

It makes no difference to John which brand of motorcycle a person rides. He is always willing to share his knowledge and help whenever he can.

John is a fine man that all of us can be proud of, and the parents of all the young men who are attending the ISDE effort in Italy can feel better because John is involved.

I would like to take this opportunity to congratulate those young men who made the effort and had the determination and the skills needed to qualify to represent our fine country at the ISDE this year.

Good luck to each of you individually and to all of you as a team.

FRANK W. JOYNER
Sarasota, FL

Pride of the Northwest

Rick Burgett is one of the lesser known members of Team Yamaha. Publicity seems to center around Hurricane Hannah, Too Tall Bell, or Golden Boy Broc Glover. When Rick won the 500cc National MX title, very little was said or written about it. Rick hired a physical trainer that year, and with total dedication to his sport, won seven of 10 races in the series for the championship.

A series of injuries has kept Rick out of the limelight since then, starting with a broken collarbone at the Trophee des Nations. His injuries following this were never publicized — not even a "HosPITal STOP" memo from Papa Wealey. Rick went back into action many times too soon, because, I guess, he felt he owned it to Yamaha.

Let me tell you what Yamaha owes Rick. He is the best public relations man they ever had. At local races in the Northwest he does more than sign autographs — he has time for everyone. It may be offering advice to a minibike rider, showing an old timer a line on the track, discussing techniques with local Pros and other riders who gather around him, or just friendly conversation.

Rick has changed very little in the years we have known him. I have seen Rick come in after an exhausting moto, surrounded by young riders asking all sorts of questions, and take time for all. On one occasion a minibike rider was upset because his bike would not start. Rick helped to get the bike running, almost missing the start of his own moto. On another occasion, at a Trans-AMA race at Puyallup, WA, Rick had had a poor result, yet he stayed at the rear of the Yamaha van in the pit area, signing autographs and talking with people for more than an hour — when I'm sure he wanted to get away from all, feeling he had disappointed his Northwest fans.

While Rick's "helmet size" has not grown, his stature as a young man has. He is as big as his friendly smile and his competitive heart. There may be a few riders in the country that actually ride a certain bike because of one of the factory riders, but I can say in all certainty that many riders here in Oregon ride Yamahas because of Rick Burgett. Ninety percent of our club members have Yamahas, and we have made him an honorary member.

BILL NAYLOR
President,
Oregon Old Timers Association
Portland, OR

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(ADVERTISEMENT)

ND Selected Official Team Green Spark Plugs

ND Hot U Spark Plugs have been named the OFFICIAL SPARK PLUG of Kawasaki's Team Green Amateur MX Race team, according to Team Green manager Dave Jordan.

Nippondenso had created a spark plug with Gold Palladium alloy surrounding a copper core center electrode. ND also has positioned the copper strategically in the center electrode for maximum efficiency. A copper glass seal, electric heat sealing, and the patented Hot U ground electrode, are only a few of the characteristics found in the ND Hot U.

According to Team Green manager, Dave Jordan, the ND Hot U Gold Palladium is the finest plug made for your Kawasaki KX motorcycle because it delivers complete combustion, quicker starts and better peak performance.

Team Green riders in all parts of the country are using ND GU spark plugs in their KX Kawasakis to win, and here are just a few examples:

At the World Mini Championships at Saddleback Park, California, young Scott Brown won four classes, all with ND spark plugs in his Kawasakis. At the same event Joe Rincon won the Stock and Modifed 125cc Novice classes and Curt McCuistion took home the Stock and Modified 125cc Expert classes as well as the Expert 250cc Open class.

Down South, Bobby Lee of Florida region Team Green used ND spark plugs to win five classes in that region with his Kawasaki KX bikes.

The South Dakota State Championships in the 125cc, 250cc and Open classes were won by Todd Elmer using ND spark plugs.

One of the top five Amateurs in the U.S., Billy Liles of Atlanta, Georgia, teamed up with ND spark plugs to win the 125cc and 250cc classes in the Southeastern Team Green region.

Out in the Mid-Atlantic Team Green region, Randy Jones of Woodbine, Maryland won the Stock & Modified 83cc classes with his ND sparked KX80. Randy carries the 1981 AMA Number One on his bike.

In the 1981 Golden State Series Ron Baumgartner of La Mirada, California topped the 250cc Intermediates in that tough seven race series on courses all over California. Ron came back to be the top 250cc Intermediate qualifier for the NMA Nationals.

Keith Turpin of Forrest Park, Georgia won the Florida Winter Series 85cc B class and bounced back to beat 'em again in Daytona Beach in that same class.

At the GNC Amateur Motocross in the Houston Astrodome, ND spark plugs powered the first three Kawasaki winners across the finish line. The top three were: 1st Mick Pizzitola, 2nd Phil Reed, 3rd Wendell Simmons. The ND Hot U sure worked for these guys and they will work for you.

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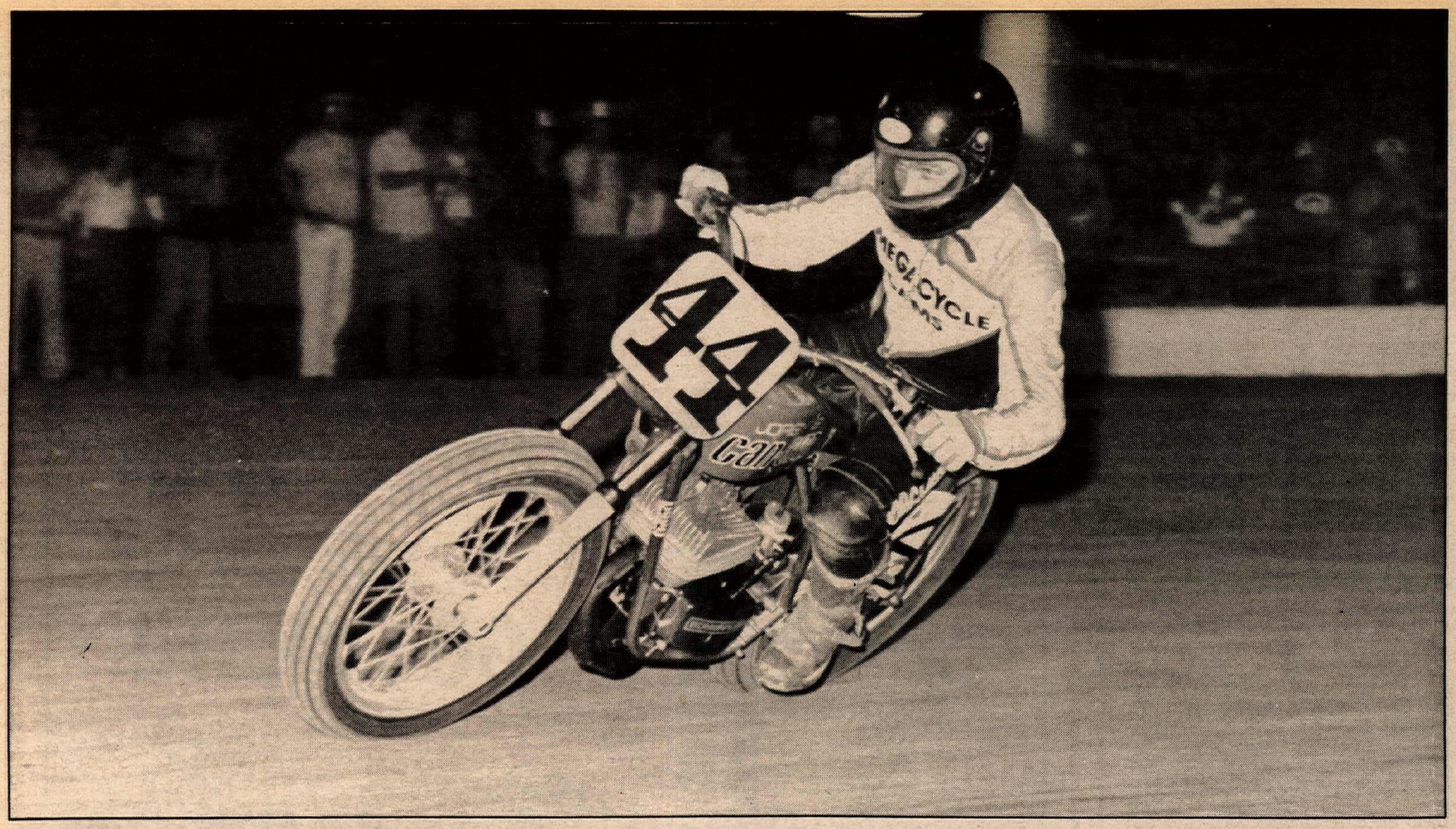

Alex Jorgensen dominated the Santa Fe short track for his fourth career National win. Jorgy has now won each of the four types of dirt track racing.

AMA Grand National Championship/ Winston Pro Series: Rounds 18-19

Jorgensen, Pearson top Santa Fe & Peoria; Scott retains points lead

By Gary Van Vroohis
Photos by Bert Shepard/Silver Shutter

HINSDALE, IL, AUG. 7
PEORIA, IL, AUG. 9

Alex Jorgensen and Scott Pearson were the winners at the Santa Fe Short Track and Peoria TT Nationals, respectively, over the AMA/ Winston Pro Series double-header weekend. Both riders held complete mastery over their respective events, but behind them it was dog eat dog.

Gary Scott went into the weekend with the points lead and the hope that he would come away with points in each National. He did and retains his lead by three (143-140) over Mike Kidd. It was a see-saw weekend for both as Kidd had left Santa Fe the leader by two points.

Defending Winston Pro Series champ Randy Goss continues to run hot and collected 27 points to close within 10 (133) of leader Scott.

The best overall performance of the weekend belonged to Scott Pearson who combined a seventh at Santa Fe with a win at Peoria to collect 28 points and jump from seventh into fourth in the point standings with 107, one point ahead of Jay Springsteen and three up on Steve Eklund.

Santa Fe

The Winston Pro Series Santa Fe Short Track National proved to be a 20-lap wire-to-wire romp for Alex Jorgensen. From the flash of the green starting light to the waving of the checkered flag, Jorgensen was in complete command. Mike Kidd and Terry Poovey played swapfest with second for 15 laps until Kidd finally got the upper hand and Poovey had to settle for third. Randy Goss and Mickey Fay rounded out the top five.

"I didn't look back once," said Jorensen. "You lose your concentration if you do that." The win for Jorgensen, who rode his Jorgy's of Stockton (California)/Hi-Point Racing/Megacycle Cams-sponsored Can-Am, marked his second of the season and the fourth National of his career.

Kidd's second place, aboard his Roberts-Lawwill Racing/Wrangler/PJ1 Yamaha, put a big smile on his face. "I really wanted to win," he said, "but second isn't all that bad, because it puts me into the (Winston Pro Series) point lead. Terry (Poovey) and I had a heckuva race."

For Poovey his third place finish marked another in his Santa Fe book of frustrations. "I always seem to be so close," said Poovey. "I don't know, one of these days I'm going to win it." Poovey was aboard a Honda-sponsored by Sisemore Traveland, Al Lamb's Dallas Honda and Shoei.

A short rain didn't alter the track which was set up rough and especially rutted in turn three, directly in the fast line.

Qualifying

Mike Kidd wasted no time in showing the 60 plus riders the fast way around the Santa Fe Park quarter mile with a 15.308 second clocking. Track favorite Steve Elo was a few ticks of the clock shy with Goss, Ronnie Jones and Jimmy Filice following. The cut-off was 16.346 seconds.

Heats

The six heats produced some close racing in the early laps as only the top two finishers would transfer to the National. However, in the end most events were clear cut.

Lance Jones, riding the Daytona International Speedway/Billy Labrie/ WKR-sponsored, Woody Kyle-tuned Honda led the first lap of heat one with Kidd taking over on lap two. The two moved away from the rest with Kidd the easy winner. Hank Scott tried in vain to take second from Jones.

The second heat was an exception to the no-racing rule as Ricky Graham and Bubba Shobert went at it wheel-to-wheel for all 10 laps. Shobert thrived on the Texas style bullring bashing about and came out on top.

Randy Goss ran off with heat three after an early lap fight with Scott Pearson. "I chose the wrong tire," said Pearson later. He had put in a vain attempt to re-take second from Randy Waldrop, but Waldrop wasn't about to relinquish it.

The fourth heat belonged to Poovey, but not without a fight. Wayne Rainey, on the Chris Armstrong/Kawasaki Motors/Viper Kawasaki, stuck like glue to Poovey until he lost his brakes on lap five. Rainey then had to battle U.S. Suzuki's Ronnie Jones to hold second.

Jimmy Filice grabbed the fifth heat win as Gary Scott took second. Scott's position was under attack by Steve Eklund, but Eklund couldn't break Scott's hold on second and was semi bound.

The fastest heat win of the evening and the pole in the National went to Jorgensen. The duel for second involved Jay Springsteen, Chas Roberts and Mickey Fay. Springsteen dropped off the pace late with Roberts leading Fay on the final lap. "I had to try something," said Fay of his last turn, last ditch pass for second. "We didn't touch, it was a clean move."

Semis

The pressure is on when only one rider transfers and that's the way it was in the semis. Mike Caves led nine of the 10 laps in a semi one battle with Scott Pearson. Pearson led the 10th.

Steve Eklund won the final semi, pulling away from a tight battle between Scott Parker and Springsteen. Springer got the upper hand.

Trophy Race

"The only problem I had," said Trophy Race winner Rich King, "was that I got a bit sideways on one lap; that was it." King put his Honda Town of Des Moines (Iowa) in the lead from the start and was never headed. Springsteen put in a late drive to come up from sixth to second.

National

There was no stopping Jorgensen in the National. He was first coming off turn two after a starting line traffic jam and that was it. Poovey, Shobert,

Goss, Filice, Kidd and Graham followed.

Kidd soon put moves on Goss for fourth and then Shobert for third. "I did the best I could," said Shobert. "It wasn't good enough."

Graham had slipped spectacularly backward in the pack, the victim of having lost his seat. Eklund was also having problems and coasted off the track with a gas starved engine. Gary Scott had started well, but the engine bogged in traffic on lap one and he was destined to draw himself up from the back of the pack.

By lap 13 of the 20-lap National Jorgensen had a comfortable lead. Poovey held off Kidd where it counted — at the finish line in a see-saw battle.

The field behind would do little changing after the halfway flags. Filice, after making changes in his suspension, was also on the move backward as both Pearson and Rainey bounced him from seventh to ninth.

By lap 15 the field, with the exception of Kidd getting the upper hand over Poovey for second, was set to the finish.

Jorgensen's win was the fulfillment of a goal set when he was a Rookie Expert in 1975. Jorgensen has now won one of each of the four types of dirt track Nationals in AMA Grand National Championship racing. "I want to thank my parents for having faith in my racing and supporting me in everything," said Jorgensen. "Johnny and Frankie Myers also deserve a big thanks. My wife and I stay with them when the circuit comes east, and I can't say how much it means to my racing to have a home away from home." ●

Results

SANTA FE 20-LAP NATIONAL: 1. Alex Jorgensen (C-A); 2. Mike Kidd (Yam); 3. Terry Poovey (Hon); 4. Randy Goss (H-D); 5. Mickey Fay (Hon); 6. Bubba Shobert (Yam); 7. Scott Pearson (Yam); 8. Wayne Rainey (Kaw); 9. Jimmy Filice (Yam); 10. Gary Scott (Hon); 11. Lance Jones (Hon); 12. Randy Waldrop (Yam); 13. Ricky Graham (H-D); 14. Steve Eklund (Yam).
TIME: 5 min., 10.960 secs.

12-LAP TROPHY RACE: 1. Rich King (Hon); 2. Jay Springsteen (H-D); 3. Steve Elo (Yam); 4. Mike Caves (Hon); 5. Ronnie Jones (Suz); 6. Jeff Haney (Hon); 7. Ted Boody (H-D); 8. Tim Mertens (Hon); 9. David Hebb (Bul); 10. Scott Parker (H-D).
TIME: 3 min., 04.420 secs.

Peoria

Scott Pearson continued his domination of the Peoria TT Winston Pro Series National with his second consecutive win. It was a wire-to-wire affair, but Pearson had to win the race twice due to a red-flag on the 19th lap when Bubba Rush crashed hard and was taken to a hospital for observation. The real race of the afternoon was between Randy Goss and Gary Scott over second with Goss holding off the challenges of Scott to the flag.

Jay Springsteen, still recovering from a triple break of his collarbone six weeks ago, pounded his way to fourth followed by Steve Morehead who pushed the first 500cc mount across the line.

"The credit for the win should go to Harry Lillie who built my Yamaha (twin). I tell him how I want the bike and he builds it exactly that way. I think my biggest edge was that I came here wanting to win and knowing that I could," said Pearson afterwards. "I almost went down when I got rammed on the first lap. That broke my concentration. The restart didn't help my disposition, but I knew I could win the second time also." Pearson is sponsored by Lillie Racing, Megacycle, Arai, Castrol and Interpart.

Goss has really put on his race face of late and is letting his throttle hand do the talking as he concentrates on retaining his Grand National Championship crown. "Gary (Scott) and I had a pretty good race going," said Goss. The race for Number One is getting tight and it will depend on who has the strongest machinery and the

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Peoria winner Scott Pearson (95) leads Randy Goss (1) and Gary Scott. It was Pearson's second consecutive Peoria TT victory.

best luck." Goss took his Brent Thompson-tuned factory Harley-Davidson machinery to a fourth at Santa Fe to start his strong weekend performance.

"I thought I had him," said Scott, "but coming off the jump on the last lap I landed a bit out of shape and slid up on the tank. That was it, I backed off." Scott was aboard a Triumph sponsored by KK Motorcycle Supply, Sisemore Traveland and Duckworth.

An early morning shower dampened the enthusiasm of many at the Peoria M.C. facility, but the sun broke through and the program only lost an hour and a half grooming the track. The natural amphitheater in which the track is located was filled with spectators by race time — the best crowd in years, according to one club member.

Qualifying

Alex Jorgensen put his Lake Country Cycle/Megacycle TT500 Yamaha into the top spot in qualifying on a relatively slow track. His 28.95 second lap was nearly three-quarters of a second off Kenny Roberts' 1974 record of 28.27. Gary Scott timed in at 29.07 with Sonny Burres, Scott Pearson and Ricky Graham filling the top five. Interestingly, Burres, the 1975 National winner, was back to show everyone he could win again at the age of 45. "I owe this chance to race to two friends — George and Mary Adams — who had the faith in me to sponsor my ride. I'm ready to win again." There was almost a three second gap back to the cut-off time of 31.384 for the 48th qualifier.

Heats

Although there was plenty of challenging going on for the full 10 laps of the first heat there was little racing. Wayne Rainey, on his Chris Armstrong/Connelly Machine Harley-Davidson led Randy Goss start to finish. Third place was a similar battle with Ricky Graham, on the Ron Woods Can-Am, holding off the repeated charges of Jorgensen for the final ticket to the National.

The second heat was all Gary Scott. Again the real battle was for second with Mike Kidd, Brad Hurst, Scott Drake and Steve Eklund going at it. Drake lost his brakes and was out of the duel. Eklund moved up, but couldn't break the Kidd/Hurst lock on second. Kidd slid wide on the final lap and Hurst didn't wait for another invitation. He took second.

Heat three was what TT is all about at Peoria — broad sliding, berm busting, handlebar rattling racing. The cast included Burres, Scott Parker and Buddy Robinson who put on a spectacular show all over the track until Robinson pitched it away on lap seven. By that time Parker had the upper hand and eventually the win. Burres was content with second. The battle for third went to the wire with Suzuki's Ronnie Jones edging Dave Bradley.

Heat four was the Scott Pearson show. However, a determined Freddie Spencer kept him in sight and put his Honda factory 500cc Honda into the National. The battle was for third with Rich Arnaiz putting his Arnaiz Construction Yamaha into the program. He was the only rookie to make the field.

Semis

Peoria's National has a 16 rider field so each semi would transfer two to the grid. The first semi was talent loaded with Springsteen, Eklund, Jorgensen, Boody, Hank Scott, Scott Drake, Mickey Fay, Alex Jorgensen and Jimmy Filice in the lineup. Springsteen was gone from the green light. Second belonged to Jorgensen and then Joe Peterson and finally Boody. Eklund had his chain come off while moving through traffic. It marked the end to a dismal weekend for the 1979 Winston Pro Series champ.

Steve Morehead didn't waste time in the final semi, but neither did Shobert and Jeff Haney. The three toured as one for the opening laps with Morehead and Shobert gaining the last two spots in the Natinal.

Junior Invitational

The Peoria M.C. hosted a Junior Invitational for the top points leader in the Vetter Challenge Cup Series. Kevin "Flying Spider" Synder was the class of the field and stretched out his lead on nearly every one of the 12 laps. Taylor's Brad and Ron Taylor Racing-sponsored Honda 500 was tuned by Del Teuscher of Viper Racing. "I like this track," said a smiling Taylor.

National

Weather reports forecasting a fast moving storm front accounted for the running of the National before the Trophy Race. There had been a lot of work going on between the heats and semis and the National. There were plenty of new tires — some front, some rear. Goss and Kidd had new clutches, Pearson and Jones had jetting changes while Gary Scott put a rubber strap on to hold the gas tank. Rainey was all grins. "Hey, the bike is a miler with brakes. That's it," he said.

On the green light it was Pearson coming out of the traffic jam as the field exited turn two and headed for the jump. Parker, Scott, Goss, Hurst, Graham and Spencer followed. Over the jump Parker ran into the back wheel of Pearson, nearly causing both to crash, but neither went down. Spencer soon got by Graham who would go out on lap five with a flat rear tire.

By the fifth of 25 laps it was Pearson, Parker, Scott and Goss in a tight four-way front-running freight. Hurst was holding off Spencer while Boody made his way through traffic followed by Springsteen and Rainey.

Things began changing on the eighth lap. Goss, with a late braking move, slipped past Scott in turn one for third and moved on Parker as Pearson opened a lead. Two laps later Goss used the same move to drop Parker a spot and take over second.

On the 11th lap Parker began to slow dramatically. A gas line had come loose, starving one cylinder. The field had spread out fairly well with Pearson holding a comfortable lead as Goss maneuvered to hold off Scott's charges.

Pearson slowed on two occasions on the next few laps as a spark plug wire came off twice and he got zapped putting the wire back on each time. Spencer parked his bike when he broke a spring in the shift mechanism and the bike wouldn't downshift without difficulty. It began raining but not hard enough to stop the race. Then Shobert tangled handlebars with another rider on the front straight and went down hard. The red flag came out. The rain stopped.

The single-file restart put everyone on equal footing and eliminated any lead a rider might have had. Pearson wasn't worried and romped the final seven laps. The Goss/Scott battle went right to the final lap. Boody and Hurst had a tussle going until Hurst broke a crank and Boody had the camshaft break. Springsteen was right there to take fourth. Unnoticed in his charge from last on lap one was Morehead who took the checkered flag in fifth. Burres, Kidd, Jones, Arnaiz and Rainey were the only other riders still running at the finish.

Trophy Race

"I almost didn't win," said Trophy Race winner Jeff Haney. "I banged a haybale on the last lap, tore off the brake lever and knocked the (exhaust) pipes loose. It was a good thing I had a bit of a lead." Haney was mounted on his Honda factory-sponsored Honda 500. Joe Peterson had his secure second place go the haybale route also. Peterson snapped off his footpeg and almost lost his boot in the process. ●

Results

PEORIA 25-LAP NATIONAL: 1. Scott Pearson (Yam); 2. Randy Goss (H-D); 3. Gary Scott (Tri); 4. Jay Srpingsteen (H-D); 5. Steve Morehead (Hon); 6. Sonny Burres (Tri); 7. Mike Kidd (Yam); 8. Ronnie Jones (Suz); 9. Rich Arnaiz (Hon); 10. Wayne Rainey (H-D); 11. Brad Hurst (Tri); 12. Scott Parker (H-D); 13. Ted Boody (H-D); 14. Freddie Spencer (Hon); 15. Bubba Shobert (Yam); 16. Ricky Graham (C-A).
TIME: No time due to restart.

12-LAP TROPHY RACE: 1. Jeff Haney (Hon); 2. Hank Scott (Hon); 3. Joe Peterson (H-D); 4. Mike Caves (Hon); 5. Rich King (Hon); 6. Dave Bradley (Hon); 7. Tim Mertens (Hon); 8. Jim Filice (Yam); 9. Alex Jorgensen (Yam); 10. Jeff McDnaiel (Hon).
TIME: 6 min., 10.562 secs.

AMA GRAND NATIONAL CHAMPIONSHIP/WINSTON PRO SERIES POINTS STANDINGS: 1. Gary Scott (143); 2. Mike Kidd (140); 3. Randy Goss (133); 4. Scott Pearson (107); 5. Jay Springsteen (106); 6. Steve Eklund (104); 7. Alex Jorgensen (94); 8. Hank Scott (83); 9. Steve Morehead (82); 10. Ricky Graham (70); 11. Terry Poovey (67); 12. Scott Parker (63); 13. Jim Filice (56); 14. Wayne Rainey (52); 15. Ted Boody (46); 16. Mickey Fay (44); 17. Bubba Shobert (42); 18. Garth Brow (38); 19. (TIE) Dale Singleton/Mike Spencer (36).

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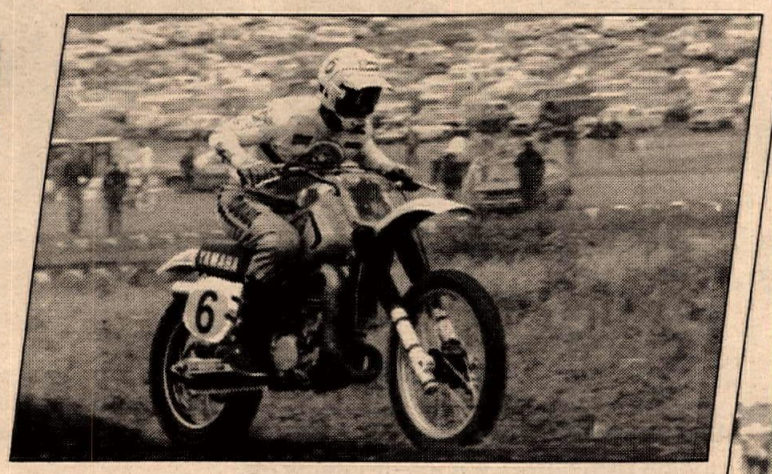

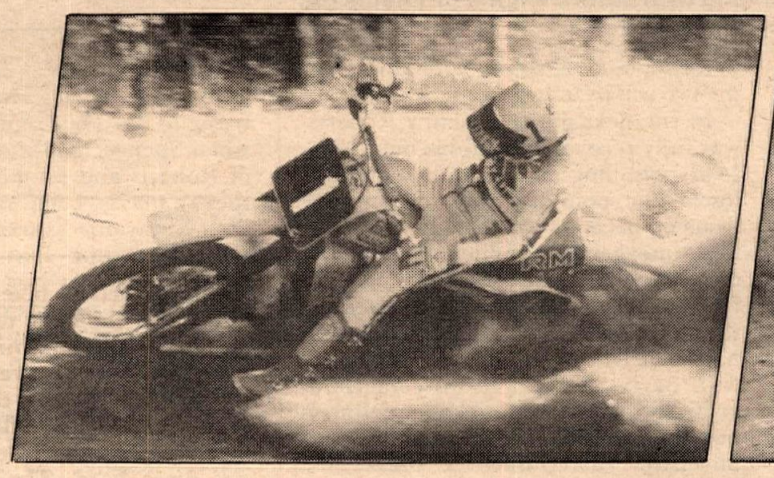

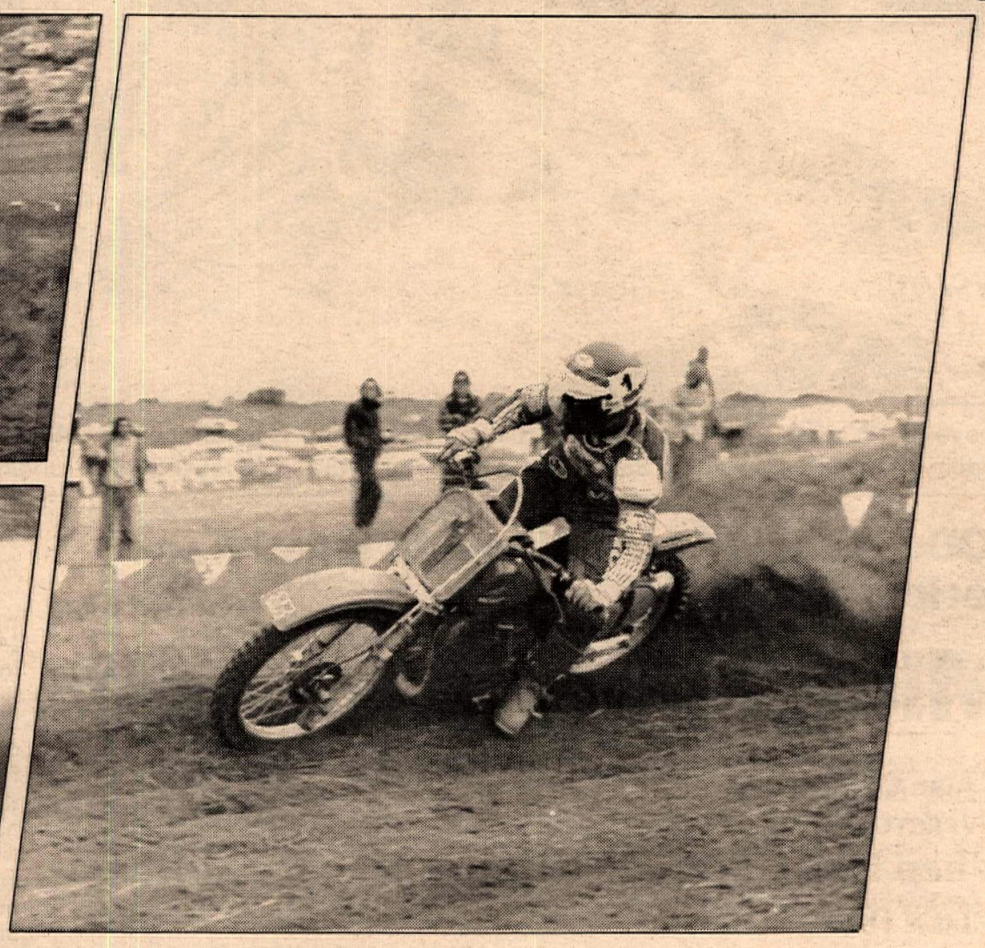

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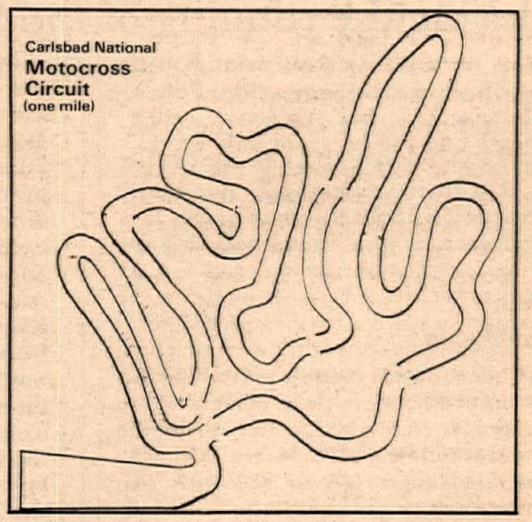

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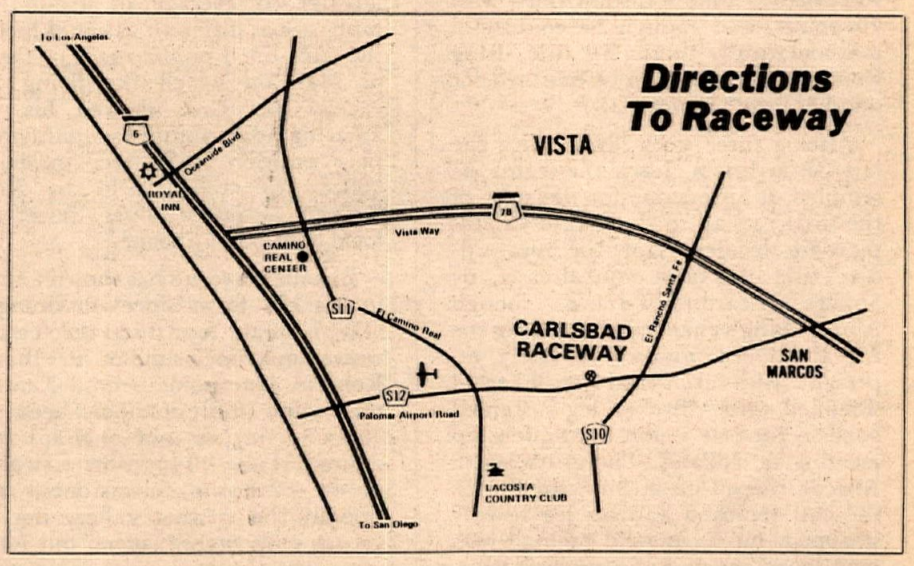

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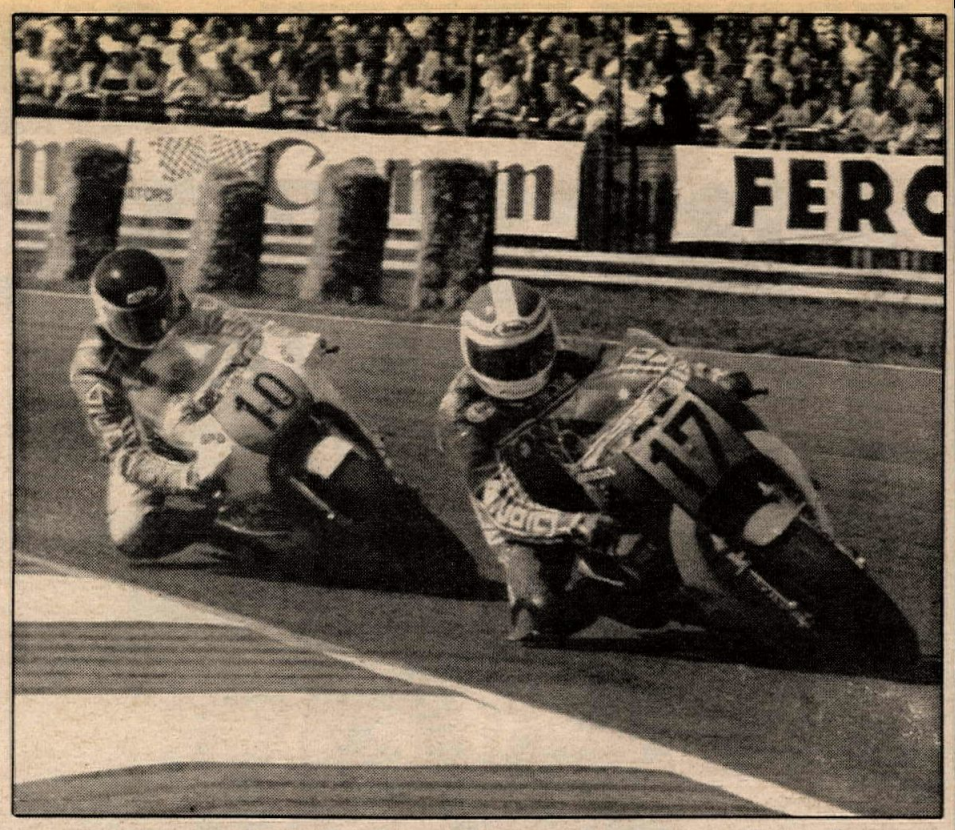


(Above left) Winner Jack Middleburg (left) and Kenny Roberts await the start. At the end of the race they were about this close, if not closer. (Above right) Freddie Spencer, here leading Bernard Fau, gave the NR500 its best showing, running fifth before engine problems hit.

500cc World Championship Road Race Series: Round 11

Middleburg's upset!

By Alan Cathcart

SILVERSTONE, ENGLAND, AUG. 2

When 500cc World Championship Road Race Series points leader Marco Lucchinelli fell from contention in a third-lap accident at Silverstone during the running of the British Grand Prix, way seemed clear for Randy Mamola and Kenny Roberts to capitalize with a 1-2 for the USA, and in so doing to close up on the Italian in the title chase. But they'd reckoned without Dutch privateer Jack Middleburg, who after shadowing the American duo for the entire 28 lap, 82 mile race, breezed past Roberts on the last lap to score a major upset victory. Mamola's factory Suzuki went on three cylinders on the penultimate lap, but he limped home in third place to move 10 points closer to Lucchinelli in the series standings. He now trails him by just six points (88 to 82) with two rounds still to go: Sweden and Finland. Roberts lies a more distant third with 70 points, and though he could still mathematically retain his title, King Kenny's crown looks to be destined for another head this year.

After a three week layoff since the last GP at Imola, Italy, the teams assembled at Silverstone for the start of the final run up to the World Championship deciders. Only the 50cc 'tiddler' title had been won already, by Spain's Ricardo Tormo, though Anton Mang's chances of swooping the 250 and 350cc crowns looks likely, especially with arch-rival Jon Ekerold sidelined with a broken leg sustained back in June at a non-Championship meeting in Holland. The gritty South African turned up at Silverstone with the cast removed and his leg heavily strapped, but even road racing's iron man found the pain too much to bear, and he failed to qualify on his Bimota-framed Yamaha.

The 500cc chase was finely poised, with Suzuki Italia's works rider Marco 'Lucky' Luchinelli looking good to clinch the title after three GP wins in a row. Suzuki Britain's Randy Mamola was the 27-year-old Italian's closest rival. Don't get the idea that the fact that both riders are mounted on the same brand of machine makes the slightest difference. There's intense rivalry between the British and Italian teams, and though at this critical stage of the season only detail improvements to the RG500 Gamma series machines were being made, each was looking for any way possible to gain a racer's edge over the other. Mamola's teammate Graeme Crosby was not to be discounted either: the wide sweeping curves of the WW2 Flying Fortress bomber base-turned racing track (Europe's fastest with a lap record average of around 116 mph) are as different as could be from the curb-lined public roads of the Isle of Man on which the flying Kiwi excels. But Croz showed his truly amazing adaptability by qualifying in pole position, 0.30 sec. inside the 500cc lap record held by Kenny Roberts — just 0.17 sec. faster than local hero Barry Sheene.

Britain's favorite has shown a return to his old form since obtaining an OW57 square-four disc-valve Yamaha works machine similar to that of Roberts. One point behind Kenny as they came to Sivlerstone, Sheene was eager to imrpess not only his home crowd but also his sponsors with an eye on the '82 season. Silverstone is traditionally the viewing gallery not only for up and coming riders, but for the stars, too, from a sponsorship angle. Barry's tigerish approach paid off with a series of consistently fast practice laps, ending up with a time also inside the old lap record. Erv Kanemoto's wizardry is finally finding its true expression, and it seems probable that the two will be united again next season.

In the next garage, Kenny Roberts was fully recovered from his bout with food poisoning in Itlay, though he'd lost eight pounds from the muscle tissue on his arms and legs. Now weighing a meager 124 pounds, Kenny was on a strick diet that consisted mostly of rice and tea. Luckily, he likes Japanese food! Two weeks R&R in California had him fit again, and after staying with Barry Sheene and his centerfold girlfriend Stephanie at their country mansion before the race, he came to Silverstone determined to make one last grab at retaining his title.

Practice did not go smoothly, though. Tire compounds were tricky on the fast sweeps, especially in the very un-English hot, sunny weather, and on one occasion KR was left fuming in the pits at the start of the practice session while the team changed the front tire. Fourth fastest was the outcome, just ahead of Mamola and a conservative-riding Lucchinelli, who was all too well aware that he needed only to cruise around for a points-scoring finish to keep his title momentum going.

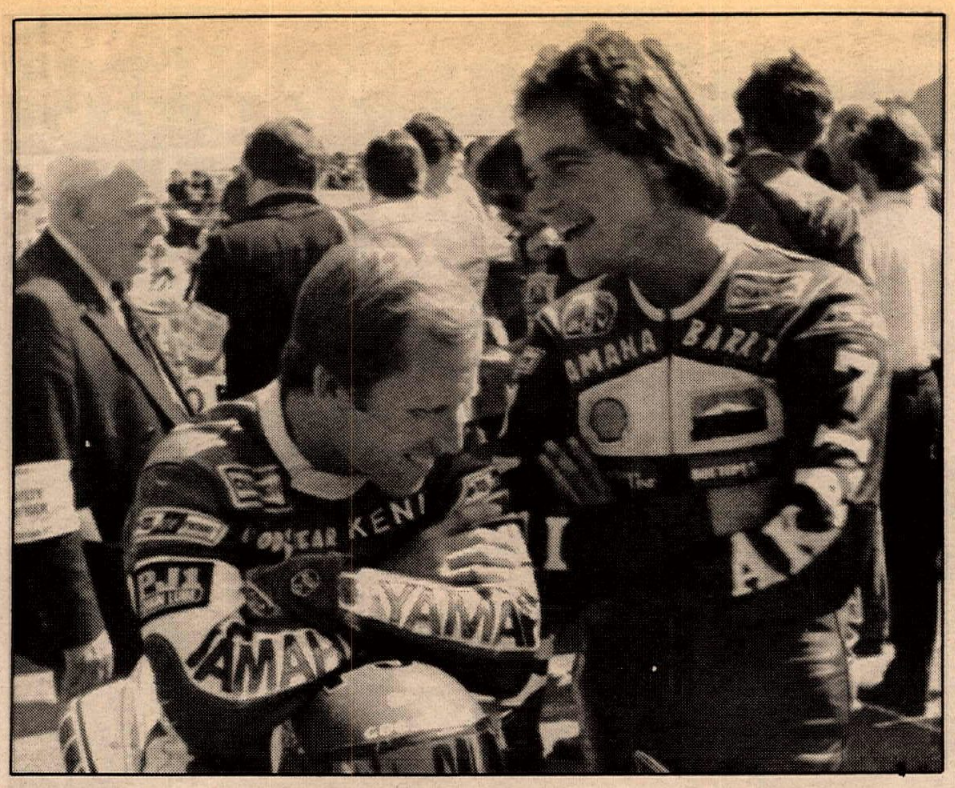
Joker in the pack was the third fastest man in qualifying, Jack Middleburg from Holland on his private RG500 Suzuki — and by no means one of the fastest bikes in private hands, either. Forced to give up racing thanks to lack of money at the end of last season, Jack — a greenhouse builder when he's not racing — was put back on the track by the townspeople of his home village, Honselersdijk, who clubbed together to raise the funds to buy him a bike. With sponsorship from two local businessmen and the Sarome cigarette lighter concern, the 28-year old Dutchman struck a blow for privateers everywhere by riding superbly and consistently well throughout qualifying, never out of the top five places on this fast circuit which intrinsically favors the factory bikes.

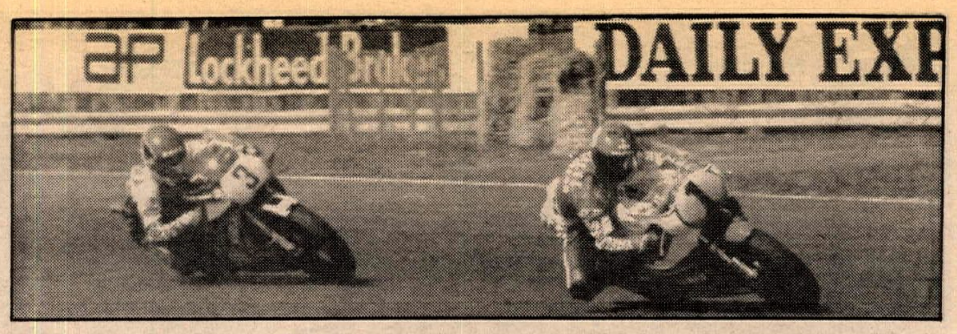
Further down the grid in 10th place, another note of encouragement was sounded. Freddie Spencer was on the NR500 Honda that he debuted with at Laguna Seca last month. While certain elements of the press, particularly in Britain, have slammed Honda for persevering with their efforts to make a four-stroke competitive in GP racing, the fact of the matter is that the majority of European race fans — who are not only more knowledgeable than some journalists give them credit for being, but also predominantly four-stroke enthusiasts — understand and appreciate what Honda has been trying to do. The Laguna performance, when Spencer qualified in pole ahead of Roberts and Mamola, showed that they've maybe been wasting their time with Katayama as test rider who, fine GP competitor that he is, is not renowned either for his four-stroke talent or test riding experience. Silverstone, with its accent on pure power, was not expected to favor the team, but there were some red faces in the press room after qualifying, when it was seen that Freddie had hustled the "Never Ready," as it was unkindly dubbed, round to within 1.75 secs. of the laps record, ahead of three of the factory two-strokes!

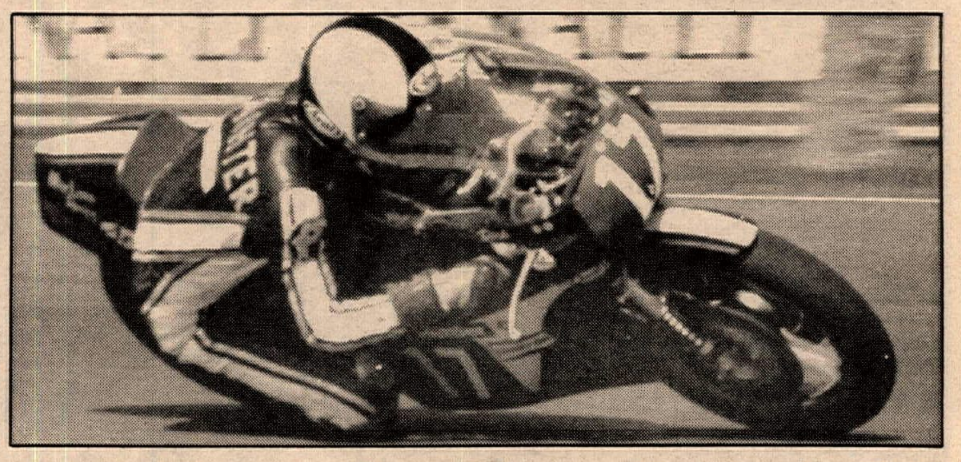
Race day weather was hot and sunny, with tire men anxiously checking their charts and thermometers while the low-flying aerobatic display by a team of American Pitts Specials thrilled the 90,000 crowd. In the pre-grid line-up, Mamola and Roberts relaxed side by side, swapping jokes about what Prince Charles said to Lady Diana on their wedding night (Kenny does a nifty job on an upper class British female accent!) while Lucchinelli looked tense, and Freddie Spencer wished he'd taken Japanese at school. He had to communicate everything through the one English-speaking member of his entourage. who then had to deal with the French-speaking Michelin man. Watching the NR being warmed up at 9,000 rpm was interesting; not only was every imaginable engine part sprayed with degreasing aerosol to prevent the hint of an oil leak, but the way the engine stopped dead when the throttle was closed was so abrupt the noise seemed to go backwards!

At flag fall, Crosby got the power down best and took the early lead, ahead of Roberts, Sheene and Lucchinelli. Spencer had mastered the tricky knack of pushstarting the Honda on his own (dead engine starts in GP racing, remember) and in spite of the total absence of flywheel effect was in a firm eighth position. Dale Singleton on his Taylor White/Beaulieu RG500 Suzuki had similarly gotten off well after a troubled practice (two seizures and tire problems), and was in the leading bunch of privateers around 12th position.

Lap two, and Roberts surged past Crosby into the first turn to lead, but was promptly repassed at the end of the lap round the 140 mph Woodcote







(Above left) Yamaha teammates Kenny Roberts (left) and Barry Sheene share a jolly moment before the race. (Top right) Roberts and Randy Mamola battled for the lead through much of the race. (Above right) American Rich Schlachter rode his privateer Yamaha to fourth in the 250cc GP.

right-hander before the finishing line. The New Zealander was riding on the limit, and on the third lap he leaned over just too much at the 120-mph Stowe right hander. His back tire slid away as he went off the edge of the tread (TV cameras captured it all for slow motion replay later in the day), and he rode the bike down into the crash fencing.

Behind, Kenny managed a phenomenal avoidance to the outside, just getting clear as the Suzuki slid behind his rear wheel, but Sheene was not so lucky; Barry was forced to lay it down to avoid running over Crosby's bike. As he detached himself from his machine, Lucchinelli had to stand his Suzuki on his nose to miss hitting Sheene.

Lucky ended up in the straw bales, but was able to extricate himself, and with the mark of a true champion to be, continued the race well in arrears but hoping to pick up a point in the event of a race of attrition. It didn't work out that way, but the crowd showed their appreciation for his effort at the end of the race.

Crosby was uninjured, and he rushed to help Sheene who was badly shaken but similarly unharmed apart from a gash on his hand. There's no report of Barry's comments to the Kiwi who'd brought him down!

This unfortunate elimination of three of the top runners still left an interesting battle up front. Roberts now headed a leading group consisting of Mamola, Middleburg — who was showing his practice form to be no fluke — and surprise performer in the shape of Kork Ballington's factory KR500 Kawasaki, only 12th fastest in qualifying. Spencer's throaty Honda was now a solitary fifth, and Dale Singleton a superb ninth on a speed track that must have reminded him of his beloved Daytona.

For the next 15 laps fans were entertained by a high-speed battle between the four leading riders. The two Americans led mostly, showing their confidence in each other by riding round corners together side by side. Ballington looked the dark horse. The Kawasaki briefly led a GP for the first time, and obviously is on the verge of being a winner, but not this time, as Kork coasted into the pits on lap 16 to retire with a broken disc valve.

Spencer had already retired the Honda with undisclosed mechanical problems after running a strong fifth and rubbing more salt in the wounds of the doubters. In doing so he may have earned the NR500 a year's reprieve, for he'll definitely be riding a factory Honda in all the GPs in '82.

Dale Singleton likewise disappeared from the charts on lap 19. After dropping a couple of places when his rear tire began to overheat and slide, he finally unloaded on the only slow corner, fortunately only damaging the bike slightly. Earlier, he'd had a terrifying moment when he and English Yamaha rider Dave Potter collided on the exit from the first turn. They've spent a lot of time racing alongside each other this year, but it was an accidental brush that fortunately saw both riders still upright afterwards.

As the race drew to its climax it was noticeable that Randy's RG was beginning to smoke slightly, and sure enough it went on three cylinders on the next to last lap. "It seized going into the lap," said Mamola afterwards, "but I clutched it in time, and then let it out slowly. It freed up, but I'd lost a cylinder, and that was that. I just cruised around slowly hoping nobody would pass me and that I'd get the points for third." He did.

That left just Kenny Roberts on the factory Yamaha, still pursued by Jack Middleburg on the private, perfectly standard RG500 Suzuki. There'd been much criticism earlier in the year when Wil Hartog's factory bikes went to Franco Uncini instead of fellow-countryman Middleburg after Wil's retirement, and now Middleburg had the chance to prove his point. Never having led the race until this point, he showed he'd been playing a waiting game as he swept inside Roberts going into the last lap!

Most spectators expected the factory bike to draft by on the long straight; it did, but Jack repassed going into Stowe and held the advantage all the way to the final corner. It was a rerun of the famous Sheene/Roberts finish of two years ago, but this time Kenny was the one who had to do the passing, and though he made an all-out effort around the outside of Woodcote, Middleburg took the flag three lengths ahead, to rapturous acclaim from the sizeable Dutch contingent in the crowd. Several thousand gallons of Heineken were consumed in the next few hours in the consequent celebrations!

Kenny was disappointed but generous in defeat, slapping his leg in frustration as he coasted down the pit straight. "Jack won fair and square," he said afterwards, "I got sideways coming out of the right hander before the run up to Woodcote, but I still thought I could catch him. He surprised me. I didn't think his bike would have the speed it did, being a production machine, but he rode it good. I guess I really don't have much of a shot at the title now, but I'll be back next year."

What of the Crosby accident? "He was just three feet in front of me when he fell off. I knew he'd either fall or stay on and win. If he could have gotten away with what he did, there's no way I'd have been able or wanted to stay with him! I already had my escape route planned when he started to come off, so I headed for the outside and just got clear before he crossed my path. Barry wasn't so lucky."

Next season? "I have a verbal commitment with Yamaha, but nothing in writing yet. I'll ride in the Superbikers event in November in the States, but that'll be it till next season. We'll get down to some serious talking soon."

With Spencer and Singleton out, other American interest was provided by Los Angeles-based Venezuelan Roberto Pietri, who on leave of absence from his American Honda ride hustled a brand new and completely standard RG500 into 14th place on his annual Silverstone outing. Roberto plans a full GP season next year, with luck on a factory Yamaha provided through Johnny Cecotto's former sponsor, Andreas Ippolito.

Steve Gervais made a brave attempt to qualify his Castrol-sponsored Canadian Yamaha TZ500, but missed the grid by one slot after experiencing handling problems. A crash at Halifax, N.S., two weeks ago had left the team with oddly-matched forklegs and no spares, so his first-time GP venture was a disappointing one. He plans a full season in '82 in Europe also.

In the other GP events, Anton Mang effectively wrapped up both 250 and 350cc titles with easy wins on his Kawasaki of Germany tandem-twin machines, but he had to hustle in the 250cc where early leader was Swiss Roland Freymond on the Ad Maiora — the Morbidelli 250 of two years ago now updated by two-stroke wizard Jorg Moller, who designed it. Freymond actually increased his lead till lap four, when Mang shook clear of a bunch of three riders and gradually clawed him back. Freymond then fell back into the clutches of these three, among them Richard Schlachter, enjoying his best-ever start in a GP this year. Qualifying a lowly 21st after blowing an engine in practice, the Old Lyme, CT, rider had impressed trackside observers by his obvious determination as he swooped through packs of riders in the corners to make up what he was evidently losing down the straights. His flyer of a start ensured he was able to get a tow from the factory Kawassaki of Aussie Graeme McGregor as well as Martin Wimmer's Yamaha of Germany TZ, and by lap four he was in third place and his best GP position thus far. This became second on lap 10 with a heart-stopping pass inside Wimmer in the first turn, but then Schlachter began to drop back, losing places on each successive lap until he'd become detached from the trio by lap 15, and was in danger of losing his tow.

Fortunately, Richard was alive to the problem, and hoisted himself back into contention by the final two laps, still in fifth place. This became fourth in a tremendous pass around the outside of Wimmer before the flag, to be first piston-port machine home and equalling his best-ever finish in Spain earlier this year.

Richard Schlachter has shown by his performances this year in Europe that it *is* possible for an American rider to pack his bags and head for Europe with only the minimum of sponsorship and a production bike. Provided he isn't disheartened by a few intial setbacks, he'll be able to compete on equal terms with the Europeans and beat them. All you need is talent, belief in yourself, some good help and a couple of breaks. Are there any more Richard Schlachters out there? ●

Results

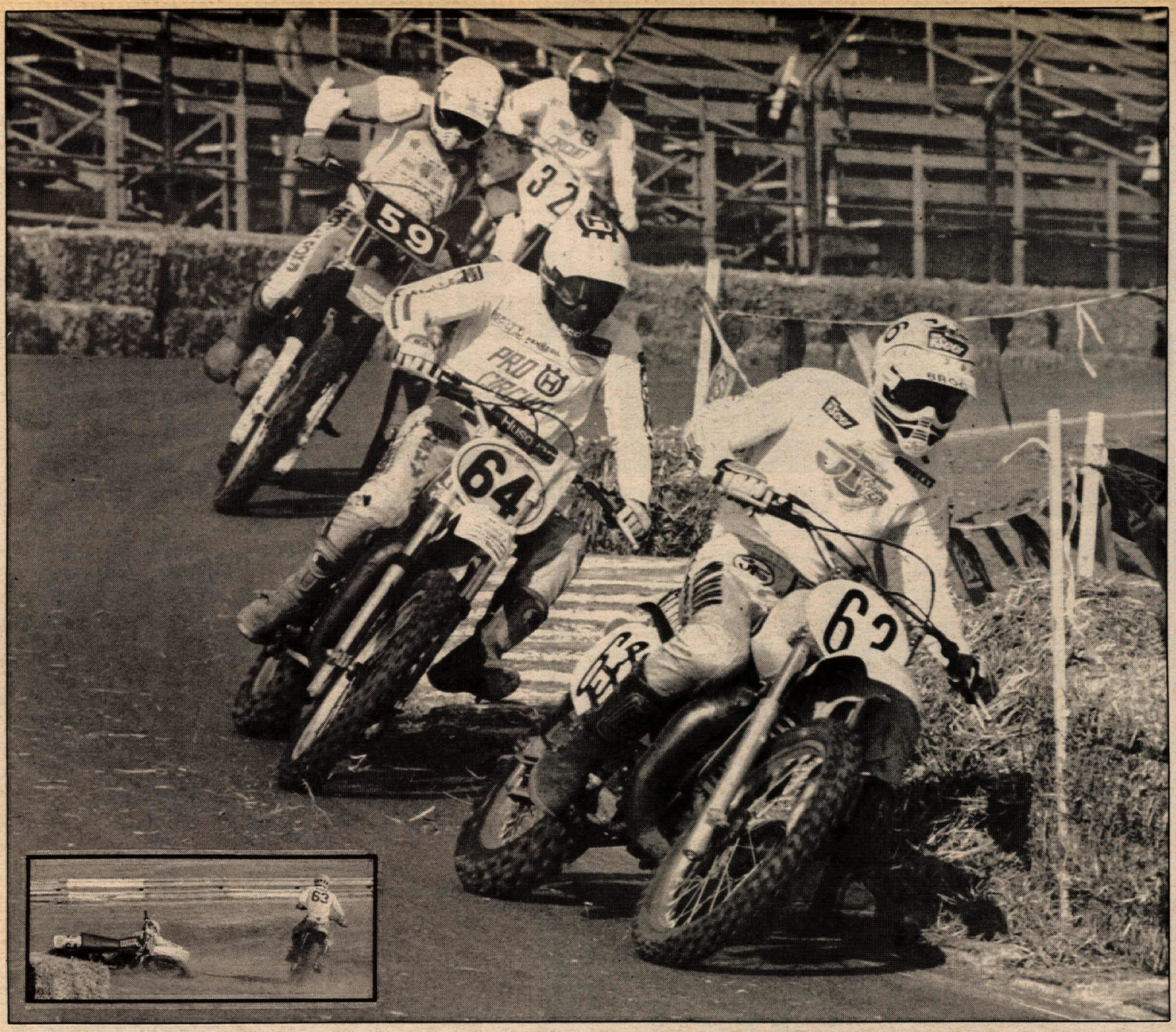
500cc: 1. Jack Middleburg (Suz); 2. Kenny Roberts (Yam); 3. Randy Mamola (Suz); 4. Bernard Fau (Suz); 5. Marc Fontan (Yam); 6. Boet Van Dulman (Yam); 7. Stu Avant (Suz); 8. Ikujiro Takai (Yam); 9. Steve Parrish (Yam); 10. Chris Guy (Suz); 11. Graziano Rossi (Yam); 12. Peter Sjostrom (Suz); 13. Guido Paci (Yam); 14. Roberto Pietri (Suz); 15. Andreas Hoffman (Yam); 16. Franco Uncini (Suz); 17. Graham Wood (Yam); 18. Christian Sarron (Yam); 19. Marco Luccinelli (Suz); 20. Josef Hage (Yam).

350cc: 1. Anton Mang (Kaw); 2. Keith Huewen (Yam); 3. Jean-Francious Balde (Kaw); 4. Didier De Radigus (Yam); 5. Charlie Williams (Yam); 6. Martin Wimmer (Yam); 7. Jeff Sayle (Arm); 8. Patric Fernandez (Bim); 9. Donny Robinson (Yam); 10. Rene Delaby (Yam).

250cc: 1. Anton Mang (Kaw); 2. Roland Freymond (A-M); 3. Graeme McGregor (Cot); 4. Richard Schlachter (Yam); 5. Martin Wimmer (Yam); 6. Didier De Radigues (Yam); 7. Jean Francious Balde (Kaw); 8. Jean Guignabodet (Kaw); 9. Andre Gouin (Yam); 10. Steve Tonkin (Arm).

125cc: 1. Angel Nieto (Min); 2. Jacque Bolle (Mot); 3. Hugo Vigneti; 4. Pierre Paolo Bianchi (MBA); 5. Jean Claude Selini (Mor); 6. Michel Galbit (MBA); 7. August Auinger (MBA); 8. Willy Perez (MBA); 9. Ricardo Tormo (S-V); 10. Olivier Liegeois (MBA).

SIDECAR: 1. Rolf Biland/Kurt Waltisperg (LCR); 2. Derek Jones/Brian Ayres (Yam); 3. Alian Michel/Michel Burkard (Yam); 4. Michel Vanneste/Serge Vanneste (Yam); 5. Egbert Streuer/Ken Williams (Yam); 6. Derek Bayley/Bob Bryson (Yam); 7. Werner Schwarzel/Andres Huber (Sey); 8. Walter Ohrmann/Heinz Radomski (Yam); 9. Dick Greasley/Stuart Atkinson (Yam); 10. Bruce Ford-Dunn/Alistar Pirie (Yam).



Broc Glover leads Jeff Jennings, Lenny Giger and David Gerig as the second moto gets underway. Jennings held Glover off until the final lap when he got out of shape after landing from one of the final jumps, couldn't recover and went down (inset). He got back on and finished amid the crowd's applause.

Bridgestone/SCORE Off-Road World Championship

Glover does it at SCORE Riverside

By Dale Brown
Photos by Mark Kariya, Charles Morey and Brown

RIVERSIDE, CA, AUG. 8

"I've never seen one of these races, but I figured if I came to watch I'd want to race, so I brought a bike along with me," said newly-crowned AMA 500cc National MX Champ Broc Glover.

The bike Glover brought with him was his works Yamaha OW51, and he used it to take the overall and Class 22 (Open) win in the Bridgestone/SCORE Off-Road World Championship held at Riverside International Raceway.

Glover's win came at the expense of Pro Circuit/Moto-X Fox Husky rider Jeff Jennings. Jennings finished a close second to Glover in the first moto, and then rode a brilliant race in the second to lead the Yamaha pilot past the white flag. But only a few corners from the checkered flag, Jennings crashed upon landing from a jump, and Glover cruised to the finish while Jennings remounted to place an easy second.

Jim Tarantino took his American Honda/O'Neal Distributing water-pumper to the 250cc Class 21 win, while Richard Coon piloted a water-cooled works Honda RC125 to a sweep of the 125cc Class 20.

In the age category classes, Rick Shirey came up the winner in Class 30 on his Dick Allen Yamaha/Lectron-sponsored mount when first moto winner Lon Peterson was hit by a flat rear tire while leading on the last lap of the second moto. In Class 38, Dave Miller made it three wins in three years when he took the tie-breaking second moto on his Southwest M/C Sales and Hallman Racing-sponsored Husky.

Racing for the $7500 motorcycle purse was done in two 12-lap motos over the 1.5-mile off-road coruse. Two-wheeled participation was down significantly over past years, with only 37 motorcycles starting.

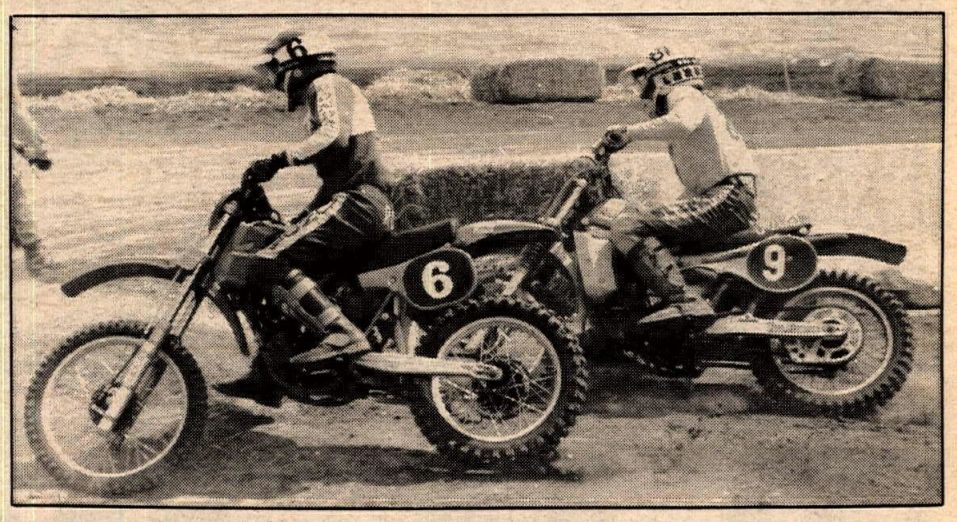
When they did start, it was in two waves, with Classes 22 and 21 going first, followed by the other three groups. Jennings, Glover and Kevin Davis led the first lap, but Davis crashed on lap two.

Early Class 21 action found David Gerig (Hus) leading the duo of Mike Sixbery (Yam) and Tarantino as he moved his way towards the overall leaders. In Class 20 Brent Blount (Suz) had the lead for a couple of laps before being hit with a flat rear tire and seeing Coon and defending Class 20 winner Rick Maki (Suz) go past.

In Class 30, Lon Peterson (Yam) had taken the lead off the line, followed by Richard Jackson (Hus). In Class 38, Bob Maynard (Hus) led from the start, tailed by Miller.

Up front, Jennings held Glover off for the first six laps, but Glover was moving steadily closer on his John Rosenstiel-tuned mount. In a tight turn on lap six, Jennings became momentarily tangled in a group of lapped riders while Glover swept to the outside of the corner and took the lead. Not to be dismayed, the gritty Husky rider came back and repassed Glover on the next lap.

Glover took the lead for good on the eighth lap, and Jennings dropped back as his machine suffered an apparent cracked exhaust pipe. Behind the



(Clockwise from top left) Jim Tarantino capitalized on the breaks to win Class 21. David Gerig ran the fastest in Class 21, but a first moto DNF cost him. The top two in Class 20, Richard Coon (6) and Rick Maki battle. Rick Shirey won Class 30 on a last-minute break.

front running pair in Class 22 was Lenny Giger on the Al Baker/Mugen four-stroke Honda.

Gerig's third overall, first in Class 21 disappeared when he dropped out when the spark plug lead pulled loose in the cap. That gave the class lead to Tarantino, who brought it in ahead of Sixbery and Dan Ashcraft (Hus).

Coon had little trouble bringing it home in Class 20, although unaccustomed to the speed of the course and the Riverside heat and smog, neither of which, one assumes, is found in such proportions in Coon's home town of Ghent, NY. Second went to Maki, and he was followed by Donnie Morrison (Yam).

Peterson continued in the Class 30 lead all the way to the checkered, but Shirey took advantage of a fall by Jackson to move into second, with Jackson continuing on to finish third.

Maynard, in his first race since he broke his shoulder in Baja, took the flag first in Class 38. Miller was second and Hoyt Statham (Yam) finished third.

The second moto was flagged off two hours later. Glover was first out of the hole, but Jennings swept by midway through the long, rough start straight to head the pack onto the course. Giger thumped into third, with Gerig slipping into fourth to run in front of the quarter-liter pack.

The leading group stayed tight for the first few laps, with Giger momentarily displacing Glover to third. When Glover regained second, Jennings had broken away into a clear lead.

Behind them Gerig still led Class 21 but Tarantino had moved into second; as far as he needed to go to take the overall. Coon was again leading Class 20 as he moved up in the overall order, while Blount ran second in front of Maki. Peterson and Maynard were again running first in 30 and 38, respectively.

As the laps wore down towards the finish, Glover found it necessary to go BTTW to cut Jennings' lead, which he reduced from four seconds to four bikelengths with two laps remaining. But when they came onto the pavement on the road course's turn six to take the white flag, Jennings still had the upper hand.

Entering a switchback section, Glover passed Jennings, but was repassed in the next corner. "I made a mistake down there," said Glover later, "and he got about 10 bikelengths on me."

Glover immediately closed back up again, but Jennings still had three bikelengths on him and there was less than a quarter of a lap remaining as they came to the end of Thompson's Ridge and into a corner followed by a jump inside of turn six. That was where Jennings made the error. He got out of shape on the jump and was spit off on the landing. Glover was to the inside and went by for the win, throwing his goggles into the crowd. Jennings had plenty of time to remount and take second, drawing thunderous applause from the crowd.

"He (Jennings) was definitely holding it *wide* open," said Glover in a post race interview. "I'm not used to that kind of stuff. The speeds were incredible. We had to be doing 80 miles an hour down that one straightaway."

Third went to Giger by a short distance over Gerig. A good distance back were the first two overall in Class 21, Tarantino and Sixbery, and the top two in Class 20, Coon and Maki.

Ill luck struck Peterson with only half a lap remaining as his rear tire went flat, allowing Shirey — who had again passed Jackson when he crashed — to get by for the lead. "I just got all the breaks," said Shirey. "Poor Lonnie — to win the first moto and be leading the second until the last half lap..."

Almost unnoticed, Miller passed Maynard late in the race to take Class 38. In fact, it was Maynard who was waved into the winner's circle ceremonies. But the scorers did notice, and when the results were released later, it was Miller on top via the second moto tiebreaker. ●

Results

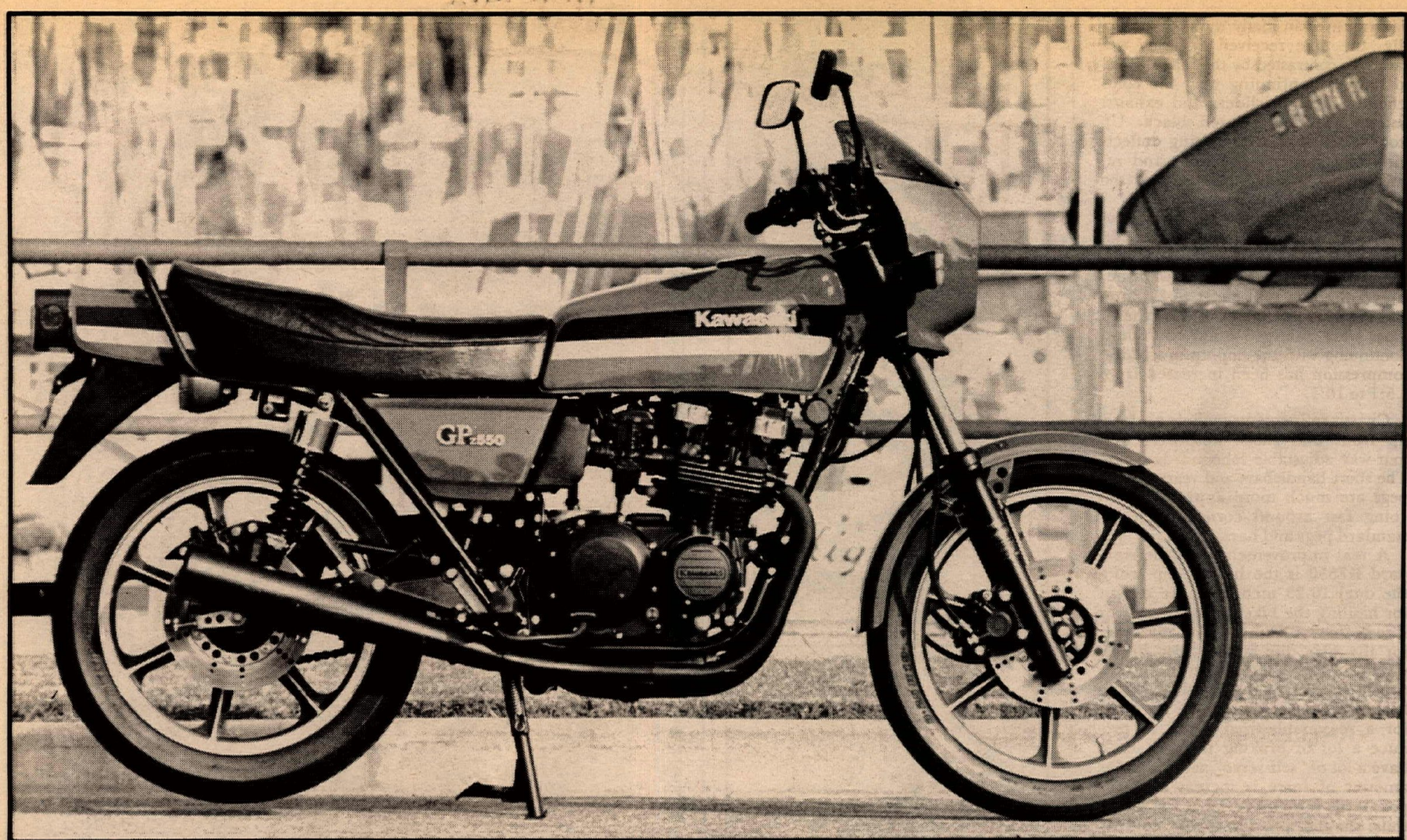
CLASS 22 (251cc and over): 1. Broc Glover 1-1 (Yam); 2. Jeff Jennings 2-2 (Hus); 3. Lenny Giger 3-3 (Hon); 4. John Tessitore 4-4 (Hon); 5. Mike Zielinski 5-5 (Suz); 6. Keith Lynas 6-6 (Hon).

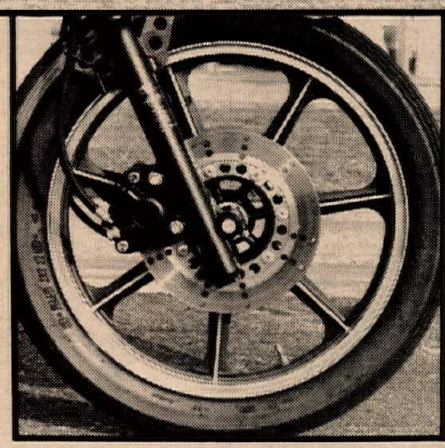
CLASS 21 (250cc): 1. Jim Tarantino 1-2 (Hon); 2. Mike Sixbery 2-3 (Yam); 3. Dan Ashcraft 3-4 (Hus); 4. David Gerig DNF-1 (Hus); 5. Rick Lee 4-5 (Yam); 6. Charlie Inman 6-6 (C-A).

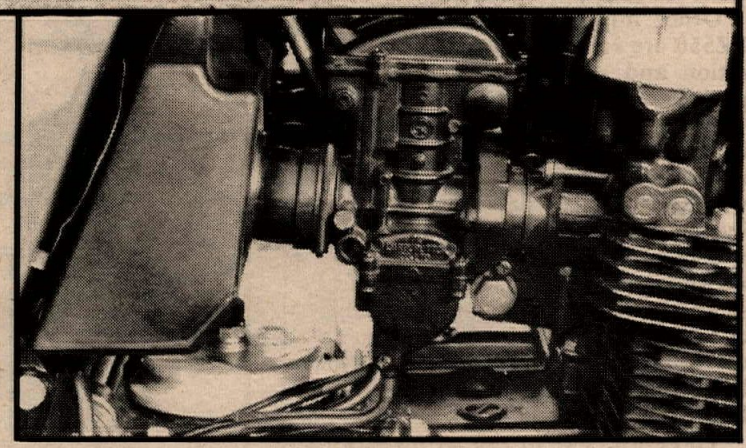
CLASS 20: 1. Richard Coon 1-1 (Hon); 2. Rick Maki 2-2 (Suz); 3. Steve Wiseman 3-4 (Suz); 4. Bill Holmes 5-5 (Hus); 5. Bill Sherman 6-5 (Suz); 6. Donnie Morrison 3-DNF; 7. Brent Blount DNF-4 (Suz); 8. Ken Greve 7-7 (Yam); 9. Tom Cleveland DNF-8; 10. Kenny Olson 8-9 (Hon).

CLASS 30 (Riders over 30): 1. Rick Shirey 2-1 (Yam); 2. Lon Peterson 1-2 (Yam); 3. Richard Jackson 3-3 (Hus); 4. Lee Evans 4-4 (Yam); 5. Kirk Kontillas 5-5 (Hus); 6. Pete Kinney 6-6 (Yam).

CLASS 38 (Riders over 38): 1. Dave Miller 2-1 (Hus); 2. Bob Maynard 1-2 (Hus); 3. Charlie Conway 4-3 (Yam); 4. Hoyt Statham 3-4 (Yam); 5. Michael Harper 5-5 (Yam).







Impression:
'81 GPz 550 Kawasaki

By Pat Eagan
Photos by Charles Morey

A dozen years ago, 500cc was a big bike to most of us. Since then, motorcycles have gotten bigger and bigger; Kawasaki, Yamaha, and Suzuki all have 1100cc monsterbikes for sale. Large displacement motors were required for the performance enthusiast's market.

Whether it's because of the economy in general or because the aforementioned enthusiasts had their insurance rates climb into the four-digit region, there has been a renewed interest in mid-displacement performance bikes. Kawasaki cracked open the door last year with their KZ550. The men at Yamaha saw a market-share for themselves and developed the Seca 550. Now Kawasaki has flung the door open with their little "hot rod," the GPz550.

It used to be that the enthusiast was satisfied with his quick-accelerating bike. Today's enthusiast, however, is more experienced, and his definition of performance has broadened to include the highly desirable attributes of good handling and powerful braking.

A visit to the local club races will show that Kawasaki has neglected no area of performance. The dual front and single rear disc brakes are excellent for keeping the speed of the bike under control. Good brakes are a large plus whether you are a track racer or a "Canyon Crazy." And the engineers have learned a lot about weight distribution, chassis rigidity and their effect on steering responsiveness and stability/handling.

In becoming the GPz, the KZ550

Specifications

Suggested list price	$2599
Engine type	Four-stroke, DOHC four
Bore X stroke	58 X 52.4mm
Displacement	553cc
Compression	10:1
Ignition	Battery and coil, transistorized
Carburetion	(4) 22mm TK slide needle
Lubrication	Forced lube with cooler
Transmission	Six-speed
Tires	Fr: 3.25-19 Dunlop Rr: 3.75-18 Dunlop
Fuel capacity	Four gallons
Brakes	Fr: 226mm dual disc Rr: 226mm single disc
Suspension/travel	Fr: Air/spring forks, 7.1 in. Rr: Dual shocks, 4.72 in.
Rake/trail	26°/3.86 in.
Seat height	31.7 in.
Wheelbase	55.3 in.
Ground clearance	5.7 in.
Dry weight	439 lb.

was improved in many ways. Cosmetically, the bike received a flashy red paint job contrasted by the black painted motor. Continuing with the color scheme, the fork sliders and exhaust systems are also painted black. Up front, a small quarter fairing deflects wind blast around the rider and reduces fatigue on the racetrack or the Interstate.

To improve engine performance, camshafts with 20° more duration and almost a millimeter more lift replace the KZ parts. Intake valves were enlarged almost a millimeter to 24.2mm and the inside diameter of the exhaust pipes were enlarged 3mm to 26mm. Continuing with the hop-up procedure, compression has been increased from 9.5:1 to 10:1.

Chassis refinements include air forks up front and shock absorbers with four-way adjustable rebound damping. The short handlebars and rearsets footpegs are much more appropriate for going fast around corners than the standard pegs and bars.

A real improvement over the standard KZ550 is the brakes. Up front, the dual 10.25 inch discs are terrific for hauling the bike down from a top speed of near 120 mph. The advantage for the rear disc is that disc brakes provide a more linear relationship between pressure at the pedal/lever and braking force at the wheel. In order for a reasonably-sized drum to produce a lot of braking force, it must have a lot of "self-servo" action. As the amount of force is increased at the pedal, the ratio increases at the drum, thus, the disc provides better control.

Other improvements over the old KZ550 are an oil cooler, electronic ignition and a rather pessimistic fuel gauge.

With the addition of the electronic ignition, the GPz becomes almost maintenance-free for the enthusiast who does his own. Valve adjustment is by shim-under-bucket arrangement which will require either an expensive assortment of shims or the more logical solution is to locate a good mechanic at a nearby Kawasaki dealership to do that part of the tune-up. That will leave only periodic oil changes and lubrication for the home mechanic.

Those who like to ride at night will truly enjoy the headlight on this model. With a 60/55 watt quartz-halogen headlight, the road will be well-lit for your night passage.

The GPz550 is a cold-blooded machine which requires quite a bit of warm-up time before getting underway, especially on cold mornings. Once thoroughly warmed up, the bike responds as it should. But, because of its highly-tuned nature, if it should get out of tune you'll know it because the bike will take longer to warm up and run correctly. With our motor off-tune, it would seemingly take forever to warm up and respond well to the throttle and then, on a cold day, would cool off so quickly when parked that the choke was required even after sitting for only 15-20 minutes. In our case, the timing was never correctly set at the factory and because the electronic ignition pick-ups had not enough variation for adjustment, we left it alone. Presumably it would have been covered under warranty.

These days, 550s are costing as much as 750s did a few years ago, but considering you get a bike which accelerates as hard, has as much top speed, and slows down better than 750s used to, justifies the expense. And when you take into account inflation, the price no longer seems so high.

Kawasaki has taken another step forward with the GPz550. If the 1982 model year finds as many improvements in what the manufacturers offer, then the 1970s will seem that much further behind us. ●

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Mike Guerra

The fighting Yank from Connecticut who headed to Europe and learned what MX is really all about

By Tom Mueller

If you were following motocross a few years back you probably didn't even know who Mike Guerra was. Unless you were into NESC (New England Sports Committee) racing and followed point standings in that area, Mike Guerra was just another name embedded in the results page of *Cycle News*.

Guerra conquered the toughest courses and competition NESC could offer and struck out on the National circuit in '79. In that year and again in '80, Guerra finished seventh overall in the 250cc class.

At the end of 1980 Guerra took a trip to Europe courtesy of Husqvarna in America and contested the two remaining rounds of the 250cc World Championship MX Series in Sweden and Finland. Guerra had less than encouraging results in those races, but the experience was enough to prompt him to return to Europe in 1981 and compete in the entire 250cc series.

Nine rounds and four months later Guerra returned to America ready to race in the U.S. Grand Prix at Unadilla. Guerra got off to a slow start but third overall finishes in both England and West Germany boosted him to sixth in the standings only two points shy of the fifth place slot.

We got together with Guerra the day before the USGP, and at once realized the easy going and congenial New Englander hadn't changed a bit. He's still willing to talk racing with anyone who has a question, just as he did through his years at the Nationals and this season's Florida Winter-AMA. While some riders are reclusive, Guerra enjoys enlightening the public on where he's been and what he's been doing.

"Right now I'm up to my expectations, but at the beginning of the season I didn't think I'd be able to meet my goals. The adjustment problem wasn't letting me ride half as well as I'm capable of," began Guerra. "I was third in the last two Grand Prix and fourth in the one before that, and the top five was my goal so everything's fitting right into schedule. I'm two points out of fifth and 12 out of fourth -- going into Unadilla."

Guerra's first few races in Europe weren't that spectacular and it took awhile for his program to fall into place. The latest in trick machinery isn't always the answer; getting the basics sorted out sometimes is.

"Europe is difficult. It affected my riding, it affected my training, it affected the way we set the bike up. We found the only way we were going to get ourselves back on track was to go back to square one, and that was the old (stock) bike. So that's what we did.

"Motocross is still 80 percent the rider, especially in Europe. The tracks are so rough that it's the rider and not the motorcycle."

Though Mike's goal is to be America's first World Championship MXer, making a living is still part of the game. Guerra shed some light on his income.

"I'm employed by Husqvarna in the U.S. and the operation here takes care of my expenses and pays my salary. I'm a public relations worker for the autumn dealer meetings and previews for the new motorcycles."

Many of America's finest motocrossers shy away from a season in Europe due to living conditions and foods they aren't used to. Guerra had the same thoughts in mind when he headed over, but things fell into place without complication.

"It was a lot easier than I thought. The first initial shock of the great change threw me off, but after a little while I met the right people and got into the flow and I think it's a good place to be.

"The problem is to get work done it takes twice as long. To have a vacation you have to go about Europe with a very casual and easygoing attitude. But if you try to get something done it gets a little frustrating."

From the time Guerra parked his rig at the first race he knew things were going to be different. At America's Nationals some riders are arrogant in the pits, something Mike refused to be a part of. In Europe the attitudes and the way you have to race contrast that out of country.

"It's like a big campground at the races. It's really amazing, they try so hard on the track, but they try so hard off the track to be friends. Everyone knows what's going on and watches everyone else's things. It's an enjoyable group. Everyone has a better attitude to help each other -- there's no cutthroat cliquey stuff."

Guerra's biggest reward so far for his efforts across the water has been his ability to cope with and be a part of the scene while becoming a serious competitor.

"The whole season has been rewarding because the last few Grand Prix races I rode better than I thought I could really ride all totaled. Sure, I knew I could be top three in a few heats but I'm getting there consistently.

"It's not a large cultural shock like a lot of the other guys (Americans) have had. I'm adapting to and enjoying things more than most others have."

Problems befell Guerra at Unadilla and he failed to get into the point paying positions in either moto, which dropped him to seventh in the standings. Mike put that behind him and is ready to move on to Leningrad, Russia, to contest the next round on August 9. Contrary to what American MX fans have been led to believe, Russian MXers aren't vicious team racers who will do anything to win.

"The Russian guys are the friendliest! It's going to be a good race. I heard it's a very difficult and rough track and I think it's to my advantage. I think I should be right in there in the top three again."

Mike's race program hasn't involved a large crew, rather a trio consisting of himself, girlfriend Karrie Dooman and mechanic Charlie Benson. It's all been pretty problem-free for Mike.

"I've been traveling with my girlfriend for the past few months and with my mechanic a little bit also and everything's been working excellent. Other than a few little problems it's been pretty much a trouble free season

-- so far. I've been picking up a little French, a little German and some Swedish but English is still the international language, the most popular with the riders. I'm trying as hard as I can."

Guerra has now been one of a handful of American MXers who have been inside both American and European motocross circles. He's seen the likes of Barnett, Hannah, Howerton, Sun and a few others traverse a course and he has also been there when the top Europeans handle the foreign courses. Mike believes a number of Europeans could ride with the best America has.

"Jobe, Hudson is capable if the weather's right, Malherbe, Carlqvist, Noyce and Vromans are capable, but the conditions have to be right for everybody; it has to be an even deal.

"I don't think any American can win a World Championship title in the first year. Maybe Barnett could in the 125 s but no other person in the other classes. It's impossible. The guys aren't getting babied in Europe like they are here. When they go to Europe they have to prove themselves to the Europeans. In America everyone's pretty much proven. If they (Americans) do poorly they say to the Europeans, 'Oh, we're better.' Over there, the Europeans want the Americans to prove to them they're capable. And that's a difficult thing, because the fans are serious spectators, they're really informed and they know what's going on."

Spectators in Europe are serious, informed and sometimes reportedly hostile to American riders. In the final round of last year's 500cc GP Series when Malherbe and American Brad Lackey were going for the title in Luxembourg, Lackey had to contend with rocks and sticks thrown at him by the crowd. For Guerra, interaction with fans has not caused too many problems.

"I had a little bit of a problem in Bulgaria -- where I got sick, but I don't want to say too much more about it, I just don't want to talk about that."

Guerra has been completely into the 250cc GPs and has had little contact with racing elsewhere. His standards have been set by foreign riders; American go-fast MXers haven't had any bearing. "I'm out of touch, I don't really know where I'd stand (in the Nationals). I think I've improved as a rider. It's a totally different racing scene over there. A better bike doesn't mean that much and more money doesn't mean much either. It's still all your attitude, the attitude makes the difference.

"I think Europe has helped me out. If I had stayed in America and was riding behind Hannah and Howerton -- if I was, hypothetically -- then I would have had the attitude those guys were the best and I couldn't beat them. But in Europe, every week I try to win the race, I try as hard as I can and I've been getting better. It's helped my attitude, my riding and everything else."

The last time we interviewed Guerra (East issue #15, April, 1981) he concluded by stating he was headed to Europe for "a one year deal, to try and learn all I can, come back, be a hot property, and just go for it." Now that his first full season of GP competition is drawing to a close, are those thoughts still on Guerra's mind?

"I want to go back. I want to be the first American World Champion (in motocross). I think it will take another one or two years to do it, and after the two years we'll see what's going on.

"I'm still talking with Husky again for next year and I haven't talked to anyone else. I'm satisfied where I am right now, and if things improve a bit I'll be more than satisfied." •

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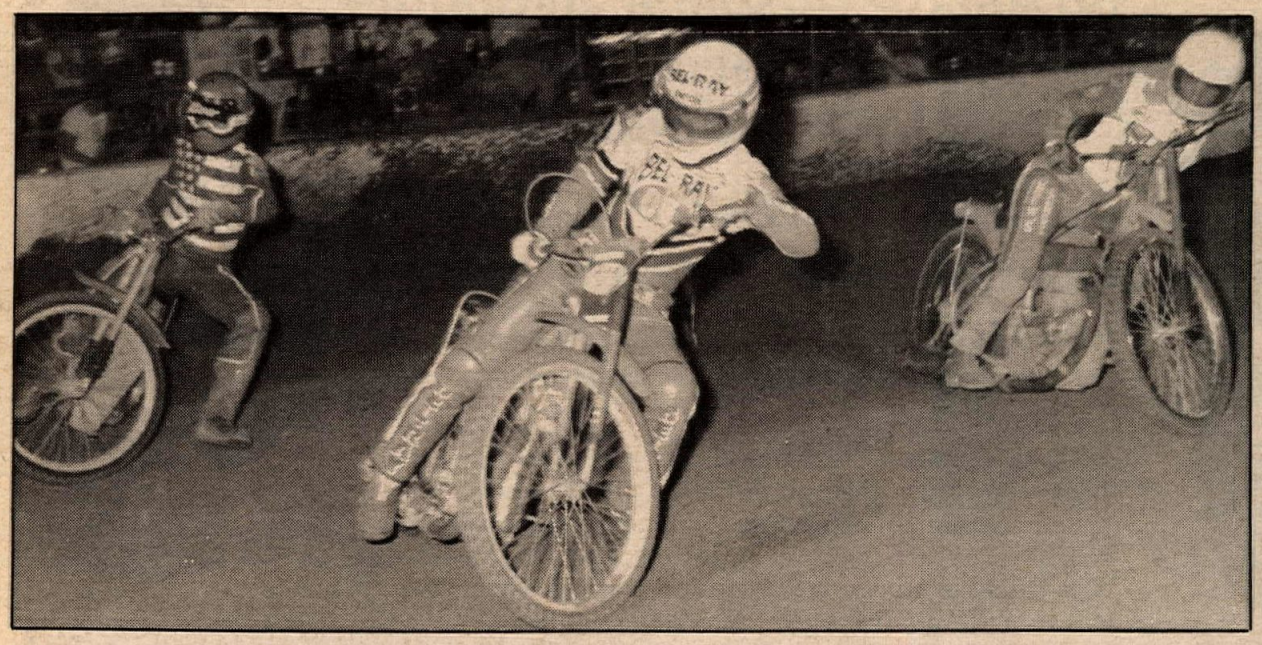

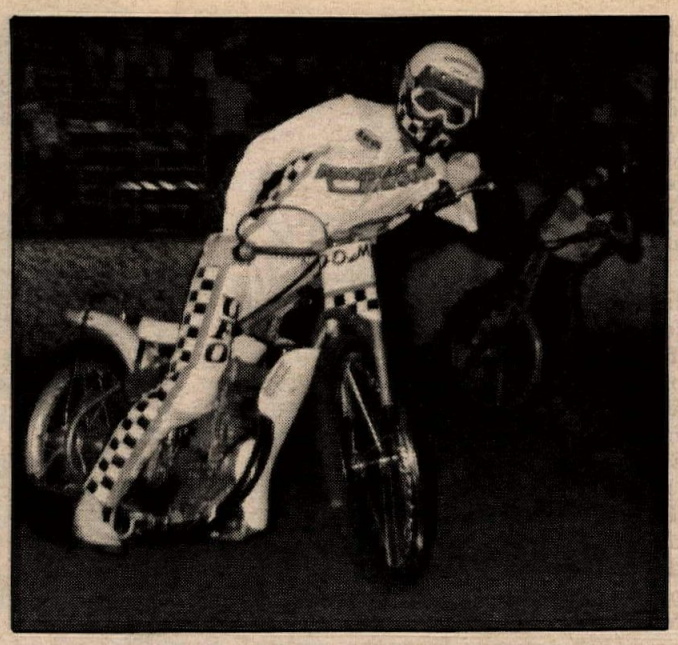

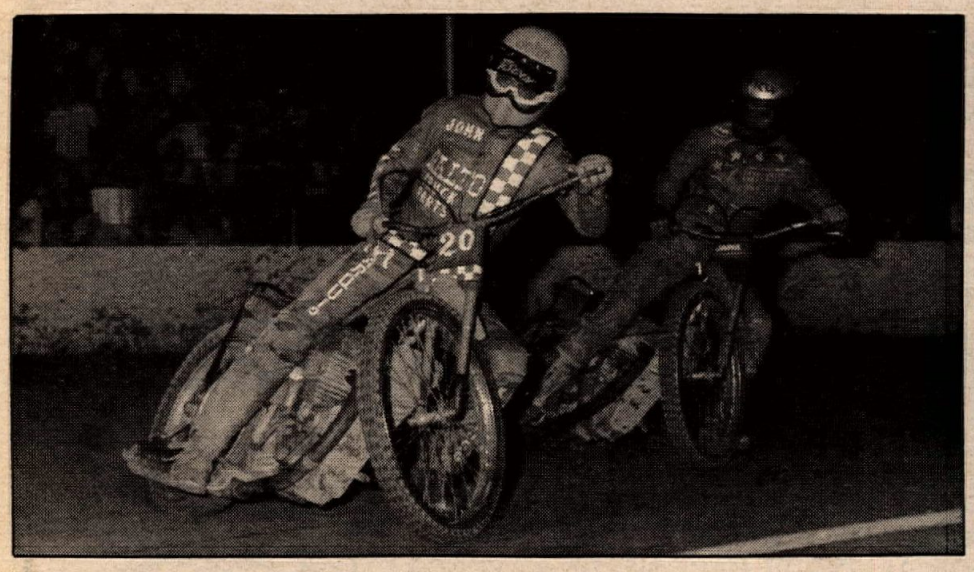

(Clockwise from top left) Lance King (middle) leads Mike Curoso (left) and Dubb Ferrell at Costa Mesa. Dave Miller won the Handicap main at IMS, but couldn't pull it off at CM. Steve Bast holds the inside line on Jim Fishback at IMS. John Sandona leads Craig Schaefer at CM.

Faria, Linn lookin' good at Auburn

By Jann Houston

AUBURN, CA, JULY 31

On July 10, Pat Linn moved into Division One at Auburn and immediately impressed everyone with his style, ability, control and speed. He transferred into the main that week and every week thereafter. There was one *big* difference tonight — he won! He won not only the main, but his heat and semi as well, making it a clean sweep.

Linn took the lead out of the gate, Joe Leduc was second and Gary Stewart third. Tom Ferris got past Stewart on lap two for third as Linn widened his lead, exhibiting a riding style on the track which can't help but remind you of Alan Christian .... real showy. As the race continued, the Division One veterans, Dennis Robinson and Duane Yarrow, had to settle for fourth and fifth. Linn took the win, Leduc was second and Ferris third.

In the Scratch main, Dennis "Choo Choo" Robinson took advantage of the pole position and a fantastic start to take the lead on lap one with Duane Yarrow second and Mike Faria third. On lap two, turn four, Yarrow went wide allowing Faria to take him on the inside and move into second, forcing Yarrow to third. Mike Delacy was out due to mechanical problems at the start. Robinson held his lead as the race became a three-man, side-by-side duel in every turn. In turn two on lap three, northern California's number one found that little something extra and shot into the lead, taking his seventh Scratch main win at Auburn. In fact, he has won seven of the past eight! There is no doubt, Mike has the Auburn track dialed in when it comes to Scratch events.

In the Division Two main, Craig Elstins took the lead for the first three laps as Mike McDonald got past Danny Clements for second on lap two. On lap four, in turn four, Elstins went down, literally taking the wall with him and ending his night. Ron Sweeton took the lead on lap five and was so jubilant at what he thought was about to be his first Division Two main win that he let off just before the finish line, and Mike McDonald took him for the win! A big disappointment for Sweeton, who never realized he was close.

Rory Rundle took the lead in the Division Three main and increased it on every lap, taking the win with ease. Charlie Haines was second and Tom Page third.

Scott Brant over in the Junior Division seems to prefer doing it in threes. He made it a clean sweep two weeks ago, and repeated it tonight, winning both Junior heats and the main. Bart Bast placed second in the main and Mike Parsons was third. A first-time speedway fan remarked after the Junior main, "I just thought these kids rode around the track; I didn't realize they *really* race." You'd better believe it, just like the big boys!

Results

SCRATCH MAIN: 1. Mike Faria; 2. Dennis Robinson; 3. Duane Yarrow; 4. Mike Delacy.

HANDICAP MAIN: 1. Pat Linn; 2. Joe Leduc; 3. Tom Ferris; 4. Dennis Robinson; 5. Duane Yarrow; 6. Gary Stewart.

DIV TWO: 1. Mike McDonald; 2. Ron Sweeton; 3. Danny Clements.

DIV THREE: 1. Rory Rundle; 2. Charlie Haines; 3. Tom Page.

JR: 1. Scott Brant; 2. Bart Bast; 3. Mike Parsons.

King and Miller star at IMS

By Scott Daloisio

SAN BERNARDINO, CA, AUG. 5

Seventeen-year-old Lance King outdueled veteran Mike Curoso to capture the Scratch main event at John LaDouceur's Inland Motorcycle Speedway Wednesday night.

King, on the Off Shore/Wild West Stores Weslake, drew the pole and was first out of the gate over John Sandona (Rialto Truck Parts/Marquis Lounge Jawa), Jim Fishback (Carpets Galore/Yamaha of Covina Weslake) and Curoso (KEZY Weslake). Curoso immediately went to the outside to get by Sandona for second and set his sights on King. Curoso, on the outside pulled even with King in turn two on the second lap and edged ahead of King for the lead at the end of the lap.

King regained the lead spot in the fourth corner on lap three only to have Curoso pull back alongside to set up a side-by-side duel on the final lap. The two Weslake riders raced inches apart until the final corner when the youngster got the drive on the inside and went on to take the Paul Neighbors' checkered flag. Sandona came in a close third with Fishback on his tail in fourth. All three of the Weslake motors in the race were prepared by Lance King's father, Don.

Dave Miller, sporting a fresh pair of leathers, scored an impressive victory in the Handicap main on the Anaheim Datsun Jawa. Miller, who won all three of his Handicap races on the night, took the lead on the start from the 10-yard line over unsponsored Jawa riders Phil Gagnon and Sterling Cogar. Shawn McConnell (Slim's Towing Jawa) came blasting around on the cushion to get by Cogar for third in turn three on lap two. McConnell stayed in the deep stuff to get by Gagnon on the third circuit and set his sights on Miller.

Miller, who seemed to have the race in the bag, quickly saw his lead chopped down as McConnell pulled even in the third corner on the fourth go 'round. It was a side-by-side duel with McConnell slipping by for the lead going into turn three on the final lap. Miller made up the distance in the corner, and it was to be a drag race back to the line. McConnell, unfortunately, did a wheelie coming out of the corner hitting the dirt and giving Miller the victory. Gagnon came home second over Cogar and King, who did a nice job to avoid the fallen McConnell. Michael Bast got credit for the wrap-up spot on the Justice Brothers Godden. Bast had been unable to ride after injuring his left foot in a crash while battling for the lead in his Scratch semi.

Ex-Class C racer Dennis Briggs blitzed the field on the cushion on the Total Packaging Jawa to take the Second Division main. Young Mike Mazzacane (Parts Plus Jawa) took the lead from the zero at the outset over Wes Randolph (Dad's Jawa) and Rick Miller (Eclipse/Clothestime Weslake). Briggs moved by Miller and Randolph for second in turn four on lap one and

pulled even with Mazzacane at the end of the lap. Briggs fought off the determined youngster in turn three on the second lap and went unchallenged the rest of the distance. Mazzacane held on for second over Miller, Rob Pfetzing (Hoffman Photography Jawa), Dennis Abbott (Castaic Brick Jawa) and Randolph.

Unsponsored Bob Bechtold, back from Alaska, took his Maely to victory for the second time in two nights in the Third Division main. Bechtold, coming off the victory the previous night at Ventura, took the lead on the start from the zero over Cliff Cody (A-1 Silver Clipper Jawa) and Carlos Cardona (Hacienda Honda Jawa). Always fast Tim McCasland (Ermolenko Jawa) was moving along well on lap two when he did a Domokos-type wheelie coming out of turn four. Unfortunately for McCasland, he doesn't have as much time for practice as Domokos, and he hit the dirt. Fortunately the young rider was unhurt, and the race went on.

Cody stayed within shooting distance of Bechtold, but was forced to settle for second as Bechtold rode a flawless race. Shane McDonald took third on his own Jawa ahead of Jon Pavano (Phil's Chrome Plating Jawa), Cardona and McCasland.

Popular Ronnie Corey defeated equally popular Bobby Cody in the exciting Junior Speedway main. Greg Hancock took the number three spot over Trennon Cirello, who had won the last IMS Junior race, Jordan Duncan on Jimmy Busby's bike and Cameron Evans.

Third Division rider David Hancock, who was injured in the main last week, suffered a lacerated spleen. Hancock underwent surgery the night of the crash and remained in Loma Linda Hospital the remainder of the week. The entire IMS staff wishes Hancock a quick recovery.

The action returns this Wednesday with the first race bumping off at 8 p.m. Remember, Aug. 19 is Kids Night at IMS with all kids under 13 admitted free.

Results

SCRATCH MAIN: 1. Lance King; 2. Mike Curoso; 3. John Sandona; 4. Jim Fishback; 5. Shawn McConnell; 6. Mike Bast.

SECOND DIV: 1. Dennis Briggs; 2. Mike Mazzacane; 3. Rick Miller; 4. Rob Pfetzing; 5. Dennis Abbott; 6. Wes Randolph.

THIRD DIV. 1. Bob Bechtold; 2. Cliff Cody; 3. Shane McDonald; 4. Jon Pavano; 5. Carlos Cardona; 6. Tim McCasland.

JR: 1. Ronnie Corey; 2. Bobby Cody; 3. Greg Hancock; 4. Trennon Cirello; 5. Jordan Duncan; 6. Cameron Evans.

No match race due to Junior main.

Ballard, King blast Costa Mesa

By Ken Kellogg

COSTA MESA, CA, AUG. 7

The official list for the National Qualifier on Aug. 29 at Costa Mesa was released by Harry Oxley tonight, and the top 22 point riders and two reserves will go. The points were tallied from Aug. 1980 to Aug. 1981, and the number one points qualifier was Lance King. From number two on were, in order: Dave DeTemple, Alan Christian, Mike Bast, John Sandona, Mike Curoso, Dave Sims, Steve Lucero, Gary Ford, Bobby McLain, Dubb Ferrell, Mike Muntean, Craig Scheafer, Tom Morley, John Foster, Dave Miller, Denny Pyeatt, Jeff Tomlin, Jim Fishback, Dennis Bransford, Brad Oxley and Gene Woods. Reserves are Shawn McConnell and Bobby Schwartz. U.S. Champion Bruce Penhall will automatically be in.

Just to uphold his high point position, King won the Scratch main, leading from start to finish, and also took the Skoal match race defeating Jan Ballard. Ballard led for the first two laps, but on the last lap in turn two, King moved inside and took the lead and the win.

In the Third Division main, Scott Talkington came out second but on lap two he moved into first place where he remained for the duration. Mark Weaver finished second but almost lost that on lap three in turn three when he went a little too wide. Kenny Bencheck almost took over second, but Weaver helped him off and Bencheck had to settle for third.

The Division Two main event saw Victor Robledo coming from fourth place on the first lap to first place in an unbelievable comeback. Tim McCasland was in first place on the first lap with Ed Castro second. On the next lap, Castro took over first, Robledo was second, and Craig Young third. Then Robledo made his move. He took the lead, and almost from out of nowhere, Dennis Abbott zipped into second. Castro finished third, McCasland fourth, Chris Reichardt fifth and Young sixth.

The First Division Handicap main found 20-yard-line rider and old vet Jan Ballard in the lead from turn one in a cakewalk to victory.

Kurt Strommer was right behind Ballard until lap four when he allowed Jeff Tomlin to sneak by. At the same time, Mike Curoso moved into third, and that's how they finished it out: Ballard, Tomlin, Curoso, Strommer. Keith Larsen went down on lap one and was out with Steve Bast.

In lane one of the Scratch main was the Canadian National Champ Gary Ford. Next to Ford in lane two was Lance King. In the middle sat last week's big winner, "Dangerous" Dubb Ferrell, and way outside in lane four was John Sandona.

King took the gate shot, and coming out of turn one, both Ford and Ferrell were tied for second. On the second lap, with King still out front, Ferrell moved inside Ford and took the second spot. Ford went down, and Sandona moved into third. That was how the race ended. Ferrell did close the gap, but at the finish it was King by one bikelength, Ferrell and Sandona.

Results

THIRD DIV: 1. Scott Talkington; 2. Mark Weaver; 3. Kenny Bencheck; 4. Steve Flanigan; 5. Russell Bacrello; 6. Perry Peterson.

SECOND DIV: 1. Victor Robledo; 2. Dennis Abott; 3. Ed Castro; 4. Tim McCasland; 5. Chris Reichardt; 6. Craig Young.

HANDICAP MAIN: 1. Jan Ballard; 2. Jeff Tomlin; 3. Mike Curoso; 4. Kurt Strommer; 5. Jim Lawsen; 6. Steve Bast.

SCRATCH MAIN: 1. Lance King; 2. Dubb Ferrell; 3. John Sandona; 4. Gary Ford.

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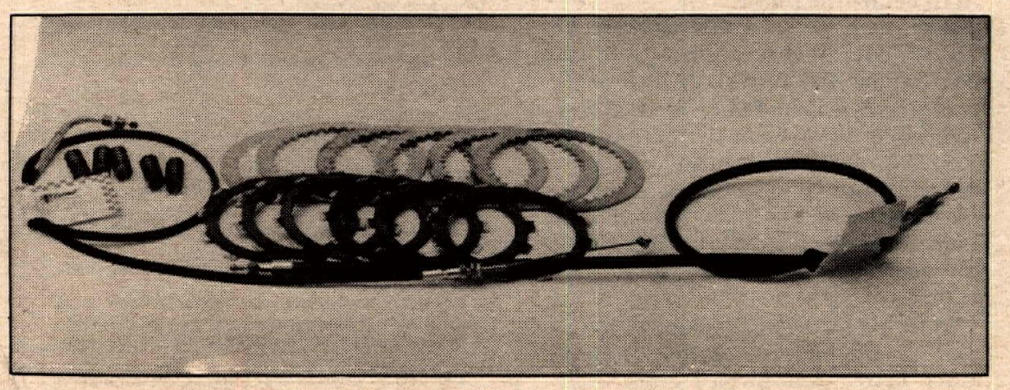

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Desert Hotline

This is obviously a file photo, but that is Lights On winner Tom Webb.

Webb shines in Lights On Enduro

By Ed Regehr

BARSTOW, CA, AUG. 1-2

Husqvarna-sponsored Tom Webb, riding with a sore lower left leg that he injured in an Arizona enduro the previous weekend, once again showed why he is the current number one plate holder in the Open class by winning the Pasadena M.C. Lights On Enduro, with only 12 seconds lost. Just missing out on the overall win, with a one point loss, was IT175-mounted Bill Fullmer, Jr.

The Pasadena M.C. ran only three riders to a minute, which kept dust to a minimum and was liked by many riders.

A few miles into the first loop, first Four-Stroke C Roger Young thumped along at 21 mph on cross-country trails, while first Woman C Ann Crawshaw set her clock at the start line.

As first 250cc C Ed Black tried to maintain the 18 mph speed average through a whooped-out sandwash eight miles out, first Senior C Gary Trippensee motored along on a fireroad at 24 mph, while second 250cc C Bob Viers climbed the first rock hill midway into the loop. When first Open C Lefty St. Pierre headed his Yamaha down the backside of the second hill, second 200cc C Glen Larson buzzed his KDX 175 down a sandwash at 24 mph, while just ahead second Woman C Helen Ajay rode her IT175 down a section of Wild Wash Rd.

From that point, the riders rode 12 miles on a trail that parallels the freeway at 12 mph. That was a very good speed average, because there are many severe washouts on that trail.

The C riders finished at the end of that loop with the overall win going to Eddie Martin with a score of zero. The A and B riders made it around that loop with very little problems. In fact, the last 12 miles put a few to sleep and they found themselves disqualified when they hit the first loop home check over 15 minutes early. The slow speed of the last section did help most riders, as it allowed more time in the pits to gas or do repairs.

Leaving the start of the second loop was first 200cc B Paul Clipper, while first Open B John Peterson hurried out to the three mile check. As second 250cc B Vince Hunt left the three mile check, second 200cc B Roger Gauvin flew his Can-Am down the Firecracker 250 buggy course at 24 mph, and found out quickly that dune buggies do not make ruts the same way motorcycles do.

About this time, first Senior B Neil Keith bounced through another whooped-out sandwash, second Open B Mark Aney climbed the first rocky hill, first 250cc B Craig Campbell climbed the second rocky hill, while third 200cc B Dale Samford charged into the check on the top of the ridge.

Further ahead, third Open B Dennis Hussong weaved his way through a sandwash at 21 mph, with third Senior B George Suttles finding himself back on the buggy course that second Senior B Ed Austin was leaving six miles ahead.

When first 250cc A Eric Anderson started the special test, which was at 18 mph, first Open A Mark Heacox bounced his Husky through the whoops that made up a major part of the special test, as third 200cc A Kim Brandenburg slid into the check at Stoddard Wells Rd. to end his 11 mile special test.

After that check, third Four-Stroke A John Anderson moved right along through another sandwash, second Senior A Kirk Horst did some more ridge-running, and second 200cc A Ron Woods rode into the downhill sandwash that second Open A Ron Bishop was about to leave. Already out of that sandwash was third Senior A Mike Sterling, with third 250cc A Rick Sowma and second Four-Stroke A Fred Hayes riding comfortably down a rolling powerline road at 24 mph.

A few miles ahead, third Open A C.M. Willis rode some cross-country trails, while first Senior A, Wheelsmith Maico-sponsored Harry Keast, smoothed out the rolling hills right before the finish.

At about 1:30 a.m., *Dirt Bike* Editor Tom Webb crossed the finish line for the overall win. A little while later, the first Four-Stroke A, Al Baker-sponsored Jerry Counts thumped his XR250R into the finish for third overall, with a score of two. A few minutes earlier, first 200 A bill Fullmer, Jr. had buzzed his IT175 into the finish for second overall honors, with a score of one.

Most riders were pleased with this year's night enduro, as marking was much better than in past years. Also, there were a little faster speed averages, better check placement, no resets, and only one two loop zero. You had to hustle to keep from dropping points.

As a spectator, you had to be amazed at the many different light setups, from the very small stock enduro lights to the super Oscars and quartz lights. The riders had all sorts of setups on their helmets. Some had the sanitary looking miner's lights, while others opted for flashlights taped to their helmets. It was a sight to see.

Another sight to see, was Bill Fullmer, Sr., who took us back into the past by riding the enduro on a 1967 Triumph twin, complete with a trials universal front tire, four inches of suspension travel, and a gas tank that would take you from L.A. to Sacramento non-stop.

Western hotline

Leave it to Keefe at SSM MX

By Terry Whytal

ORANGE, CA, AUG. 1

Pro Circuit Husky rider Bill Keefe powered his way to the Open Pro victory at this week's Saturday Saddleback motocross MX. The stroked 420cc engine and heavily modified chassis carried the Anaheim Husky employee past main challenger Pete Snorteland to win the second moto and score the overall win.

DG/Yamaha pilot Snorteland dominated the first moto as Keefe held a steady pace to finish in the runner-up position ahead of Husky-mounted Brent Wallingsford. Bob Rutten pushed his Maico into fourth.

Round two was more exciting as Keefe locked onto the rear wheel of Snorteland's Yamaha and pressured throughout the first half of the moto. The two leaders opened a 30 second lead on the pack.

Keefe blasted into the lead near the halfway point and began to pull away from Snorteland who appeared to be riding a bit wildly. Close inspection revealed a flat front tire on Snorteland's bike, but the determined rider held on to finish second and grab the number two share of the purse behind Keefe and ahead of Wallingsford and Rutten.

Maico rider Jim Beltinck pulled the holeshot in the Veteran Expert class but couldn't hold off Suzuki-mounted Alan Olson and Maico pilot Dan White. Olson went on to win the first moto while White took a trip to the pits with a flat rear tire and Beltinck picked up second at the checkers.

White charged back to win the second moto as Alan Olson DNF and Marvin Olson battled with Beltinck for the runner-up slot. Beltinck clinched the overall win by taking the checkers in second with White finishing second overall with Alan Olson grabbing third and brother Marvin taking fourth.

Results

OPEN PRO: 1. Bill Keefe (Hus); 2. Pete Snorteland (Yam); 3. Brent Wallingsford (Hus).
250 PRO: 1. Jim Tarantino (Hon); 2. Gary Semics (Suz); 3. Juan Benavidez (C-A).
125 PRO: 1. Rick Maki (Suz); 2. Mike Tripes (Yam); 3. Vince McMahon (Yam).
OPEN INT: 1. Kelly Saulie (Yam); 2. Jeff Mathews (Yam); 3. Alan Olson (Mai).
250 INT: 1. Brent Shermak (Hon); 2. Art Olivier (Suz); 3. Ron Heben (Yam).
125 INT: 1. Dennis Hulen (Yam); 2. Taylor Marcell (Kaw); 3. Larry Bohlken (Suz).
VET EX: 1. Jim Beltinck (Mai); 2. Dan White (Mai); 3. Alan Olson (Suz).
VET NOV: 1. Gary Painter (Mai); 2. J. Tartaglia (Mai).
VET BEG: 1. Mark Canada (Hon); 2. Gerald Williams (Mai); 3. D. Mason (KTM).
OPEN NOV: 1. Don Tusko (Yam); 2. Bert Wehr (Suz); 3. David Gestoso (Yam).
250 NOV: 1. Joe Zoller (KTM); 2. Larry Jacklin (Yam); 3. Bill Scott (Yam).
125 NOV: 1. Kjell Brudevold (Yam); 2. Keith Elhers (Yam); 3. Brian Finmark (Hon).
OPEN BEG: 1. Paul Ikeda (Mai); 2. David Hackey (Yam); 3. Kent Fink (Hus).
250 BEG: 1. Dave Randal (Yam); 2. Dave Kennedy (Yam); 3. M. Vallaincount (Hon).
125 BEG: 1. Lars Gottfudsen (Suz); 2. Keith Nielsen (Yam); 3. Paul Savaria (Suz).
MINI NOV: 1. Greg Armstrong (Kaw); 2. Tommy Combs (Kaw); 3. Craig Nelson (Yam).
MINI EX: 1. Bruce Bunch (Suz); 2. Martin Vauls (Yam).

Zahrt zaps CRC night MX

By Lee Taylor

VALENCIA, CA, JULY 24

Ken Zahrt, piloting a Suzuki for O'Neal Distributing attacked the International Track with full force, taking on a field of gold-hungry racers in the 250cc Pro class of the California Racing Club's bi-weekly Friday night MX.

The first moto found Zahrt out in front as a duel went down for second between Russ Wageman (Van Nuys Cycle Yam) and Richard Bunch (Dick Allen Yam). With Honda-mounted Tom Webb rounding out the top four the action was frenzied with all four mere inches apart. Zahrt lost his lead to Bunch but grabbed it back in time for the checkered flag. Steve Rawson moved up to third when Wageman DNF.

When the gate dropped for the second round of action, Bunch led the charge, leaving a do-or-die duel for second between Rawson and Zahrt. John Biffle, fairly new to the Pro ranks and aboard a Honda for Kolbe Cycle was holding Webb to fifth.

On the white flag lap, Bunch, tired and confused, thought it was the checkered and pulled off the track. He was steered back into action, but it was too late to recapture his lead.

Coming down to the wire, Rawson led the way followed by Zahrt and Bunch. Taking home top dollar for the night was Zahrt, Rawson claimed second place loot and third went to Bunch.

Results

80 BEG: 1. Jim Garcia (Hon); 2. Kevin Hall (Yam); 3. David Mack (Kaw).
80 NOV: 1. Tim Schoos (Hon); 2. Chris Cole (Suz); 3. Mike Norton (Yam).
80 INT: 1. Kayle Lewis (Kaw); 2. Jeff Barbacovi (Yam); 3. Tony Alessi (Yam).
80 EX: 1. Larry Brooks (Yam); 2. Bob Simons (Yam); 3. Steve VanDuzen (Yam).
100 BEG: 1. Jeff Hall (Suz); 2. Steve Corteville (Suz); 3. Paul Stringer (Suz).
100 NOV: 1. Mark Stuen (Yam); 2. Jim Spotts (Suz); 3. Stagg Summers (Suz).
125 BEG DIV 1: 1. Greg Benton (Suz); 2. Ken Allen (Yam); 3. Rick Logan (Yam).
125 BEG DIV 2: 1 Rich Cole (Yam); 2. Jim Damay (Suz); 3. Chris St. Marie (Yam).
125 NOV DIV 1: 1. Rich Truchinski (Yam); 2. David Couch (Suz); 3. Steve Parry (Yam).
125 NOV DIV 2: 1. Kevin Haile (Yam); 2. Jerry Tena (Suz); 3. Steve Haddon (KTM).
125 INT: 1. Shawn Lane (Yam); 2. John Spar (Yam); 3. Mark Chickasawa (Yam).
125 PRO: 1. Steve Schmitz (Yam); 2. Robert Laughlin (Suz); 3. Rob Peeples (Suz).
250 BEG DIV 1: 1. Arvon Lunsford (Hon); 2. Blair Anglin (Yam); 3. Rich Olson (Yam).
250 BEG DIV 1: 1. Tom Smith (Hon); 2. Jeff Ambrey (Hon); 3. Devin Coury (Yam).
250 NOV: 1. Donny Sievertson (Hon); 2. Byron Rancy (Hon); 3. Julian Guerra (Yam).
250 INT: 1. Pat Dolan (Hon); 2. Joe Bauer (Suz); 3. Richard Ising (Yam).
250 PRO: 1. Ken Zahrt (Suz); 2. Steve Rawson (C-A); 3. Richard Bunch (Yam).
OPEN BEG: 1. Darren Sehurdt (Yam); 2. Mel Brown (Suz); 3. Mike Griffin (Mai).
OPEN NOV: 1. Roger Williams (Yam); 2. Trey Campbell (Yam); 3. Dan Martens (Suz).
OPEN INT: 1. Russ Davidson (Suz); 2. Don Bizzy (Suz); 3. Chris Mallory (Mai).
VETS JR: 1. Fred Adamson (Yam); 2. Jay Hattabaugh (Suz); 3. Rick Stalling (Yam).
VETS INT: 1. Keith Phillips (Yam); 2. Ron Cole (Mai); 3. George Thomas (Mai).
VETS SR: 1. Rick Hall (Yam).

Harden takes Arizona enduro

By Larry Woodruff

FLAGSTAFF, AZ, JULY 26

Husky-sponsored Scot Harden posted low score over fellow team Husky rider Jon Miller and first 250cc Bob Davidson to take the Chuck Flynn Memorial Trophy home to Las Vegas. The Coconino Trail Riders Association put in hundreds of hours and thousands of dollars setting up the first San Francisco Peaks Family Enduro in the Coconino National forest.

Because the enduro was the very first ever motorcycle event held in this forest and the first enduro ever put on by the club, it was both a learning experience and an excellent first effort for the club and the government agencies. Several problems turned up that threatened but did not spoil the fun of the 200 plus riders who showed up.

To indicate the devotion of referee Greg Neal and the rest of the club, all proceeds of the run will be donated to the Muscular Dystrophy Fund at the annual Jerry Lewis Telethon on Labor

(Continued to page 20)

TEN YEARS AGO

"It's a well-known fact that people in the motorcycle industry are just a little loose," was the quote attributed to **Bob Lenk,** then with Dixie *Cycle News,* who added, "We have a gentleman that takes the cake." Lenk was referring to Dixie editor **Don Woods,** who took off from Portsmouth, Maine, bound for California on a non-stop run aboard a 125cc Harley-Davidson Rapido trailbike. Woods made it, although he had lighting problems in Arizona, rain in Oklahoma and carburetor trouble in New York. Woods met the *Cycle News* West crew near Needles, CA, and rode across the Colorado River. His Maine to California time of 89 hours and 25 minutes set a new record for small machines.

The "Little General," **Robert E. Lee,** won the Short Track National held at Santa Fe Park in Hinsdale, IL, leading start to finish. International speedway star **Barry Briggs** made the National field and ran second in the early laps before dropping back to an eventual ninth place finish. As Briggs dropped back, **Rex Beauchamp** and **Neil Keen** moved up to finish 2-3. **Kenny Roberts** won the Junior feature ahead of **Darryl Hurst.**

Joel Robert (Suz) clinched his spot in the record books as the most successful motocrosser in the history of the sport as he captured his fifth 250cc World Motocross Championship. Robert finished second in the penultimate round, Finland, behind teammate **Sylvain Geboers** to lock up the title.

In the 500cc World Championship Series Maico's **Ake Jonsson** took a one point lead in the standings as he won the Luxembourg GP. Previous point leader **Roger DeCoster** (Suz) placed second.

Spanish observed trials champion **Ignacio Bulto** (guess which brand) eked out a one-point victory over northern California's **Lane Leavitt** in a Plonkers-hosted trials in southern California's Elfin Forest.

It was announced that American Honda was going after the motorcycle land speedrecord, held at the time by a **Cal Rayborn**-piloted Harley-Davidson streamliner at 265.492 mph. The Honda 'liner was to utilize two modified 750 fours.

The Dirt Diggers hosted a D-37 European Scrambles and **Rich Thorwaldson** (Suz) took the Open Expert win. Second was a bit of a surprise as **Mitch Mayes,** who'd won the 100cc Trailbike Expert class earlier in the day, hopped on a 400cc Husky and ran second to Thorwaldson.

Gus Lauer and **Stu Morley** were the First Division Scratch and Handicap main event winners, respectively, in Cal-Expo speedway racing in Sacramento. **Ron Alves** won the Division II main, and **Alan Christian** won the D-2 consy.

The AMA announced a 12-race Trans-AMA Motocross Series that began at Carlsbad, CA and ended at Saddleback Park in Orange, CA. •

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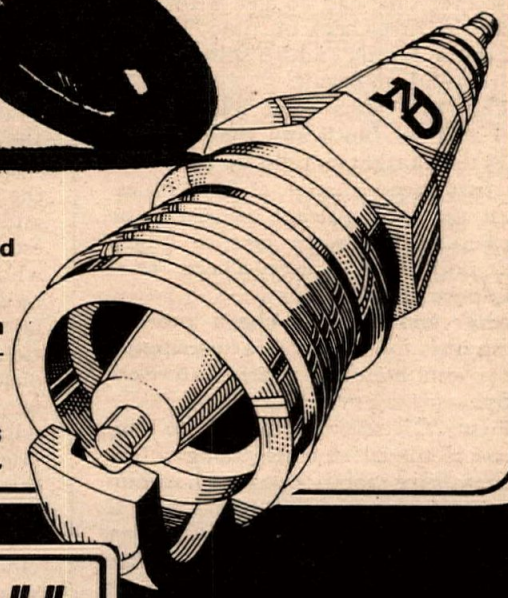

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Western hotline

(Continued from page 20)

Day weekend. Most of the printing, all of the 4500 arrows (more about arrows later), dozens of trophies, and the five (count 'em, I did!) kegs of ice cold beer after the ride, was donated by the good folks at the local Budweiser beer distributor, Golden Eagle Sales in Flagstaff.

This year the pits were east of Highway 89 amongst the pine trees and the weird cinder coated ground. Next year, in the interest of safety, the pits will hopefully be across the highway to eliminate this year's having to cross it twice. The road crossings were expertly supervised by the Arizona Diaster Unit headed by Arnold Hudson.

After the riders checked in for score cards, all bikes were inspected for forestry approved spark arrestors. As the first danger was on the mind of all concerned, all gas cans had to be airtight and no bikes were allowed to run at either gas stop.

At 8:01 the first four "A" riders left the line at 24 mph for 15 miles of deep cinder roads and trails leading up and down hills and valleys. Although several excellent checkpoint spots were not utilized here, the club wisely saved their limited personnel for later.

The course led us across Highway 89 and into the first special test. Consisting of a long, rocky, gnarly, uphill trail most everyone had to get with it to make the first check on time. Here is where the family enduro split off and the real enduro began.

The "C" riders went left to loop back to their finish and the A and B bikes took a right straight up the hill to the first speed change at 19.6 miles. With no turn mileage or five mile markers, riders were sure to adjust their odometers at every check, reset and speed change.

After another field check and the finish line, the C riders started sipping the complimentary draft Budweiser early.

First "C" score belonged to Jim Meese in the 200cc class, losing an excellent three points. Dean Champlin and Bill Scott tied for first Open C with Dean getting the nod on tie-breaker seconds. A tie also developed in the 250cc C class between Nat Rogers and Andy Oleksyz, Nat being the quickest at the tie-breaker.

Lance Butler finished first (and last) in the 125cc C class, losing 306 points on his 100cc. Second place trophy went to Adrian Collin, who tried valiantly to climb all those steep and deep cinder hills on his 80cc. Because he was the only other one to turn in his card, he received a trophy for his efforts.

When the speed changed at 19.6 to 18 mph on a maintenance road, A and B riders were treated to something unusual, like no markings for three miles. It seems someone did not like people legally riding on that road. Since there were no forks in the road, the course was easy to pick up on. The Coconino Trail Rdiers would like to thank that someone for saving them the trouble of tearing down that section of the course.

Shortly after going through a fantastic volcanic tunnel, the trail left the road and jumped immediately into some really lush, green and picturesque aspen covered trails complete with hard, red and volcanic rocks. It was a pile of these nice rocks and a stuck throttle that ended D-37 number one woman Pam Lehmann's ride. Due to a mixup, Women's and Senior classes were not offered and Pam and her Senior husband Erick ended up riding in the same Open B class. Greg Neal promised that there will be both Women's and Senior classes with displacement allowances next year.

The second check caught most riders late a minute or two before the trail started to get fast and dusty and then tight and loamy before the first gas. Late was the standard reply at the gas when a rider was questioned, even more so later on if one would happen to miss a corner due to the poor visibility of the arrows. Somehow the design of the arrows that came back from the printer wasn't the one that was submitted by the club. Another bug that will be rectified next year.

The next section consisted of a series of short woods trails, dirt road crossings, fireroads and well placed resets followed by a time keeping check that caught more than a couple fast riders up to five minutes early. After this is where the fun began.

Following a short run through some woods, a road section at 18 mph awaited the riders without the usual decorations. No ribbon, no arrows, nothing except road, forks in the road and mass confusion. Turns out, a local horse owner took exception to the course running near by. Instead of working with the club on a mutually acceptable course, the horse owner took the coward's way out, illegally sabotaged the course and hoped it would all go away. Too bad it backfired, because instead of riding quietly by at 18 per, riders were racing around, searching for the course. If this sabotage causes the forfeiture of the club's $1,000 bond, it only hurts Jerry Lewis' Muscular Dystophy Fund. When will the unintelligent ever learn?

Most of the riders made it through the confusion, picked up the course and slugged onward toward the toughest and most challenging part of the whole ride. Tight woods, rock piles, bulldog downhills, and fantastic, isolated fireroads stood between the riders and the final gas stop, a couple of high point losing checkpoints, Highway 89 and the last 10 miles of cinders. All riders lost the majority of their points here but still had great fun in this true enduro section. Nothing spoiled this part of the ride.

Following a cool off run through the cinder layered woods, that cold Bud sure tasted god. Due to the downed course markings, the referee ruled that no one would hour out in the final scoring.

Fourth overall and second 250cc A trophy went to *Dirt Bike's* Tom Webb, who overcame an energy sapping crash on his IT250 test bike. Tied for fourth with Tom was Floyd Stretch, third Open A. Morrill Griffith was first 200cc A. First B rider was Bruce Gronseth on an Open class bike. Henry Lockett and Neil Miller tied for first 250cc B with 137 points lost. Mr. Lockett had the better tie-breaker score. First 200cc B was Gary Peterson. No one finished in the 125cc A or B classes.

Greg Neal and his friends deserve a lot of credit for their efforts because now comes the hard work; restoring the trail to pre-event conditions, complete with reseeding of the forest. This work will be done, as all work before, with the help and guidance of John Sims, Elden District Ranger and Max Reed, Flagstaff District Ranger of the Coconino National Forest. A lot of help and input was given also from recreational use supervisors Dave Cutcheon and Don Reid. Without the work of these fine gentlemen, you can bet there would not be an enduro, the only one in all of Arizona.

Now that the club has the experience, you better believe that next year's event will be a super run. I can hardly wait till next July

Results

OPEN A: 1. Scot Harden (16); 2. Jon Miller (17); 3. Floyd Stretch (37).
250 A: 1. Bob Davidson (19); 2. Tom Webb (37); 3. Kent Miller (40).
200 A: 1. Morrill Griffith (42); 2. Gene Branagan (89).
OPEN B: 1. Bruce Gronseth (65); 2. Ed Coonfield (79); 3. Bill Stacey (91).
250 B: 1. Henry Lockett (137); 2. Neil Miller (137); 3. John Burkhart (185).
200 B: 1. Gary Peterson (90); 2. Bruce Cobo (129); 3. Douglas Standefer (155).
OPEN C: 1. Dean Champlin (19); 2. Bill Scott (19); 3. Bill Lawrence (33).
250 C: 1. Nat Rogers (54); 2. Andy Oleksyz (54); 3. Brian Schwinehammer (89).
200 C: 1. James Meese (3); 2. Kevin Sehato (60); 3. Cindy Chadwick.
125 C: 1. Lance Butler (306); 2. Adrian Collins (DNF).

AMA Amateur National qualifier at DeAnza

By Ron Lawson

SUNNYMEAD, CA, JULY 25-26

Riders in hope of competing in the AMA Regional Amateur motocross first have to qualify at an area MX, and that is exactly what the riders that poured into DeAnza Cycle Park had in mind. The two day event featured Youth Qualifiers on Saturday and then let the 125, 250cc and Open riders go for it on Sunday. In addition to the Qualifiers, DeAnza ran a full program of support races on both days.

Saturday

For the 12- to 14-year-old youngsters in the 85cc Modified class it was an inconsistent race. Kawasaki-mounted Snell Johnson jumped into the early lead while Randy Jones, also on a green machine, held on to the number two spot. Johnson then started to run away with the moto, but the cards were not stacked in his favor. He suddenly disappeared from the line-up on lap 12, letting Jones take over. Johnson finally came cruising by in fifth place. Second place went to Kurt Henricksen (Yam) ahead of Bryan Bruner (Yam).

Johnson came back in the next round, grabbing the holeshot and leading all the way. In fact, Johnson lapped most of the pack on his way to the top. That still didn't give him the overall, however. This time the hard luck went to Jones who finished fifth while second place went to Bruner. Bruner's 3-2 score was good enough to give him the overall while Johnson, Jones and Hendricksen were all tied for second. The final score was Bruner, Johnson and Henricksen.

The same group was entered in the 85cc Stock class. This time Snell Johnson got a double win. Bruner went 4-2 for second ahead of Scott Johnson (Kaw) and Jones.

In the support Open Pro class it was Eddie Michetti (Mai) on top. In the first moto Tim Alarcon (Yam) of Alarcon Roofing took the win by passing a tiring Michetti on the very last lap. In the following race, however, Michetti learned his lesson and remained on the gas all the way in. Ronnie Gibson (Mai) finished second ahead of Alarcon.

Sunday

Without doubt the most impressive rider of the weekend was the winner of Sunday's 125cc Qualifier. Ron Lechien (Yam) stormed through the pack in both motos to run away with the win.

Kawasaki's Curt McCuistion grabbed the first moto holeshot and was the odds-on favorite after coming around with a strong first lap lead. Mark Meredith (Yam) moved into second on the first lap, but then got bumped down to third by Lechien the next time around. Lechien then set his sights on McCuistion and was on top by the end of the third lap. From there on in it was a runaway, as Lechien did nothing but get farther away from the pack. Meredith managed to move into second once again as he passed McCuistion, but the rider who was putting in the hottest laps was Jeff Stanford (Yam). Stanford, with "L Zepplin" written across his back, was putting the screws to McCuistion through most of the race. It wasn't until the halfway point in the 25 lap race that Stanford made the pass, giving him second now that Meredith had faded back to fourth. Stanford began to build a small cushion in the final laps. Then the rider making the time was Roger Hensley. Hensley had started his Suzuki in 10th and slowly worked his way up as other riders began to tire. By the end of the race he was able to finish in third, behind Stanford and ahead of McCuistion.

The second time around, Stanford, after trading in "L. Zepplin" for "The Who," grabbed the holeshot. But his lead was short-lived, and Lechien blasted by on the second lap. Stanford managed to stay close through the following laps, but the leader was out of sight by the halfway point. Hensley was in third throughout the race while places four through eight were constantly shifting. Meredith eventually settled into fourth and Varney Holbrook (Hon) moved into fifth ahead of McCuistion. Overall results at the end of the day were Lechien, Stanford, Hensley, Meredith and McCuistion.

The 250cc Qualifier looked to be another ruanway after Fred Combs (Yam) took the first moto. Randy Chapman (Mai) was second all the way but then came back in the second round to take the win. Combs ran into hard times and could only manage a second moto third, giving him seocnd overall. Brad Emery (Yam) was third with a 3-2 score.

Tom Kelly (Hus) was the man to top the Open Qualifier. He split wins with Pat O'Donnell (Mai) while Tim Alarcon (Yam) gathered a couple of thirds to be the number three finisher.

Results

SATURDAY
85 STK, 7-11 YRS: 1. Scott Brown (Kaw); 2. Mike Young (Yam); 3. William Surratt (Kaw).
85 STK, 12-14 YRS: 1. Snell Johnson (Kaw); 2. Bryan Bruner (Yam); 3. Scott Johnson (Kaw).
85 MOD, 7-11 YRS: 1. Scott Brown (Kaw); 2. William Surratt (Kaw); 3. Mike Young (Yam).
85 MOD, 12-14 YRS: 1. Bryan Bruner (Yam); 2. Snell Johnson (Kaw); 3. Kurt Henricksen (Yam).
JR CYCLES: 1. Wesley Klein (Yam); 2. Allan Brehm (Yam); 3. Travis Hahn (Yam).
MINI BEG: 1. Brian Boyd (Kaw); 2. Roy Chambers (Yam); 3. Tony Vacu (Hon).
pee wee; 1. Mark Hoopingarner (Ita); 2. Sean Hunt (Yam).
125 PRO: 1. Berkeley White (Suz); 2. Fred Edwards (Hon).
250 BEG: 1. Bob Scatchell (Suz); 2. Mark Diotte (Suz).
250 INT: 1. Kelly McGuire (Yam); 2. Ron Lawson (Suz); 3. Brian Griewe (Suz).
250 PRO: 1. David Pettigrew (C-A); 2. Gordy Metzger (Hon); 3. Dan Paulson (Mai).
OPEN PRO: 1. Eddie Michetti (Mai); 2. Tim Alarcon (Yam); 3. Ronnie Gibson (Mai).
BEG VETS: 1. Mike Yaro; 2. Mike Knox (Hus); 3. Tim Joines (Yam).
INT VETS: 1. Dennis Rosenberg (Yam); 2. Jack McCafferty (Yam).
SR VETS: 1. Ron Brehm (Yam); 2. Ed Michetti (Mai).
WOMEN EX: 1. Karen Leitinger (Yam); 2. Charleen Ho (Yam).
SUNDAY
PEE WEE: 1. Mark Hoopingarner (Ita); 2. Craig Rheault (Yam); 3. Sean Hunt (Yam).
PEE WEE: 1. ADam Fitzgerald (Yam); 2. Robert Dubrow (Hon).
JR CYCLES: 1. Travis Hahn (Yam); 2. Wesley Klein (Yam); 3. Allan Brehm (Yam).
MINI BEG: 1. Darren Hoopingarner (Kaw); 2. Brian Boyd (Kaw); 3. Roy Chambers (Yam).
MINI NOV: 1. Dino Terracciano (Yam); 2. Chris White (Hon); 3. Mike Fitzgerald (Hon).
MINI INT: 1. William Surratt (Kaw); 2. Charlie Taylor (Suz); 3. Mike Roberts (Yam).
125 BEG: 1. Bryan Van Metzger (Yam); 2. Robert Hess (Yam); 3. Courtney Conklin (Suz).
125 NOV: 1. Craig Bua (Suz); 2. Steve Hawkins (Suz); 3. Jay Smith (Yam).
125 INT: 1. Steve Alarcon (Suz); 2. Michael Quigley (Yam); 3. Donnie Sigrist (Suz).
125 QUAL: 1. Ron Lechien (Yam); 2. Jeff Stanford (Yam); 3. Roger Hensley (Suz).

250 BEG: 1. Dave Randall (Yam); 2. Ralph Turnbull (Yam); 3. Steve Planausky (Yam).
250 NOV: 1. Greg Piorkowski (Kaw); 2. Mike Carlo (Yam); 3. Jerry Mullins (Suz).
250 INT: 1. Kelly McGuire (Yam); 2. Ron Lawson (Suz); 3. Pat Michetti (H-D).
250 PRO: 1. Danny Sanchez (C-A); 2. Jeff Prieur (Yam); 3. Mark Reha (Yam).
250 QUAL: 1. Randy Chapman (Mai); 2. Fred Combs (Yam); 3. Brad Emery (Yam).
OPEN BEG: 1. Dennis Caruso (Hon); 2. Rick Bealer (Suz); 3. Rod Lowe (Yam).
OPEN NOV: 1. Lance Ives (Suz); 2. Bob Alvis (Hus); 3. David Wilson (Yam).
OPEN PRO: 1. Don Griewe (Mai); 2. Eddie Michetti (Mai); 3. David Hopkins (Mai).
OPEN QUAL: 1. Tom Kelly (Hus); 2. Pat O'Donnell (Mai); 3. Tim Alarcon (Yam).
BEG VETS: 1. Ray Arnold (Yam); 2. Mike Knox (Hus); 3. Tim Joines (Yam).
INT VETS: 1. Dennis Rosenberg (Yam); 2. Rock Raun (C-A).
SR VETS: 1. Ron Brehm (Yam); 2. George Spellman (Suz).
EX WOMEN: 1. Karen Leitinger (Yam); 2. Charleen Ho (Yam).
BEG WOMEN: 1. Alice Moore (Mai); 2. Caral Scheieram (Kaw); 3. Pat Stuedner (KTM).

Snorteland leads dash to SSM checkers

By Terry Whytal

ORANGE, CA, JULY 25

DG Yamaha rider Pete Snorteland roosted his 465cc Monoshock to the Open Pro win at this week's Saturday Saddleback MX. Keeping the pressure on Snorteland were Maico-mounted Don Griewe, Husky riders Steve Rhyan and Tom Kelly, and Kawasaki teamster Goat Breker.

Snorteland powered into the early lead in the first moto as Breker suffered from a bad start. Kelly, Rhyan and Griewe battled for the number two position while Suzuki pilot Marty Moates dueled with Yamaha's Greg Zitterkopf in fifth.

Breker began a strong charge for the front only to have his exhaust pipe split and leave the Uni-Trak powerless. Snorteland continued to open his lead as the race neared the final laps while Griewe established himself firmly in second.

At the checkers the finishing order was Snorteland, Griewe, Rhyan, Kelly, Zitterkopf and Moates.

Breker was back for the second moto and followed Snorteland onto the track as the field threaded its way through the first turn. Snorteland tried desperately to hold off Breker but soon the more experienced National star had taken over the lead.

Breker cruised to the finish with Snorteland crossing the line in second and clinching the overall win. Griewe picked up the second place share of the purse with a third place finish ahead of Moates, Kelly and Rhyan. Kelly's 4-5 score edged out Rhyan and Moates for third overall.

Results

OPEN PRO: 1. Pete Snorteland (Yam); 2. Don Griewe (Mai); 3. Tom Kelly (Hus).
250 PRO: 1. Ron Turner (Suz); 2. Jim Tarantino (Hon); 3. Clark Jones (Hus).
125 PRO: 1. Chris Heisser (Suz); 2. Mike Brown (Suz); 3. Ted Brady (Suz).
OUTLAW: 1. Dan Basnett (Yam); 2. Robert Casper (Yam); 3. Greg Painter (Suz).
OPEN INT: 1. Jeff Mathews (Yam); 2. Michael Hair (Yam); 3. Kelly Saulis (Yam).
250 INT: 1. Gary Scheidler (Yam); 2. Bill Hair (Yam); 3. Ernie Becker (Hus).
125 INT: 1. Jim Connolly (Suz); 2. Dennis Hulen (Yam); 3. Andy Nelinger (Suz).
OPEN JR: 1. Grant Palenske (Mai); 2. Jeff Poyeir (Yam); 3. Roger Gaurd (Hus).
250 JR: 1. Jeff Lysdale (Hus); 2. Dale Zurdyke (Yam); 3. Richard Guthridge (Suz).
125 JR: 1. Keith Ehler (Yam); 2. Brian Finmark (Hon); 3. Kjell Brunwald (Yam).
VET EX: 1. Alan Olson (Suz); 2. Rick Watson (KTM); 3. Gary Clark (Mai).
VET NOV: 1. Gary Richter (Mai); 2. Robert Berdyck (Mai).
VET BEG: 1. Dave Mason (KTM); 2. Rocky Williams (Mai).
125 BEG: 1. John Steurzell (Yam); 2. Eric Alloy (Yam).
MINI BEG: 1. Greg Trachy (Yam); 2. Charlie Hubbs (Yam).

(Continued to page 26)

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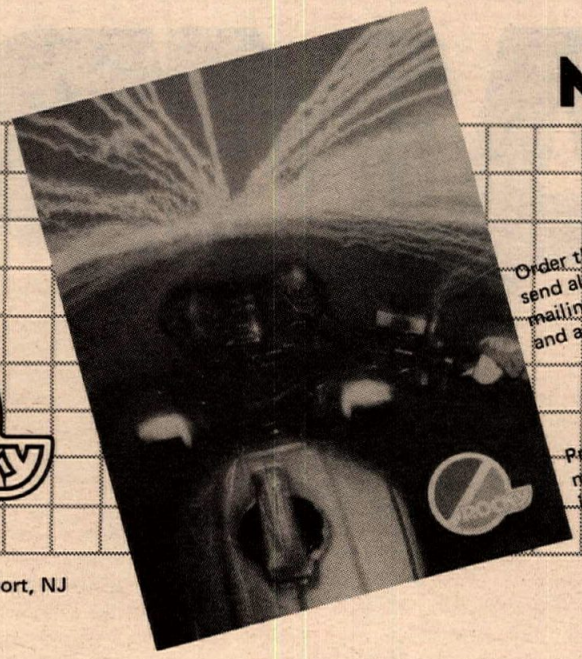

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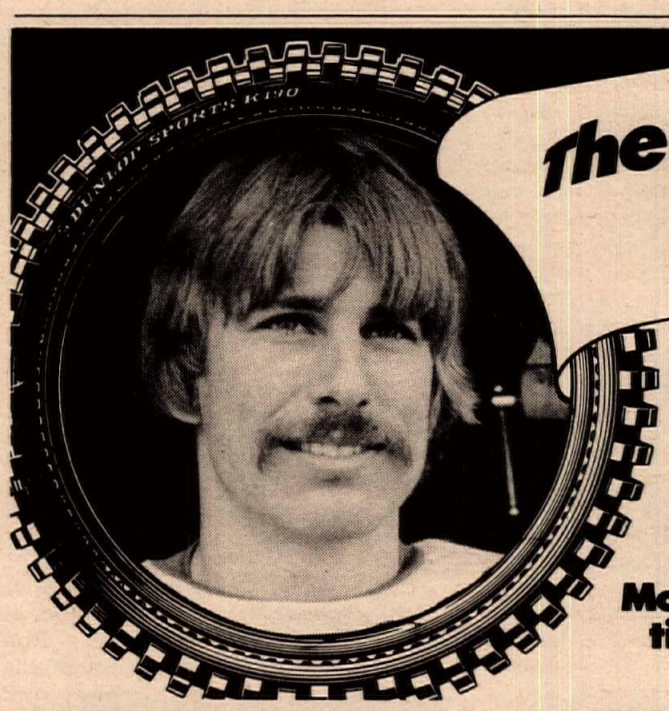

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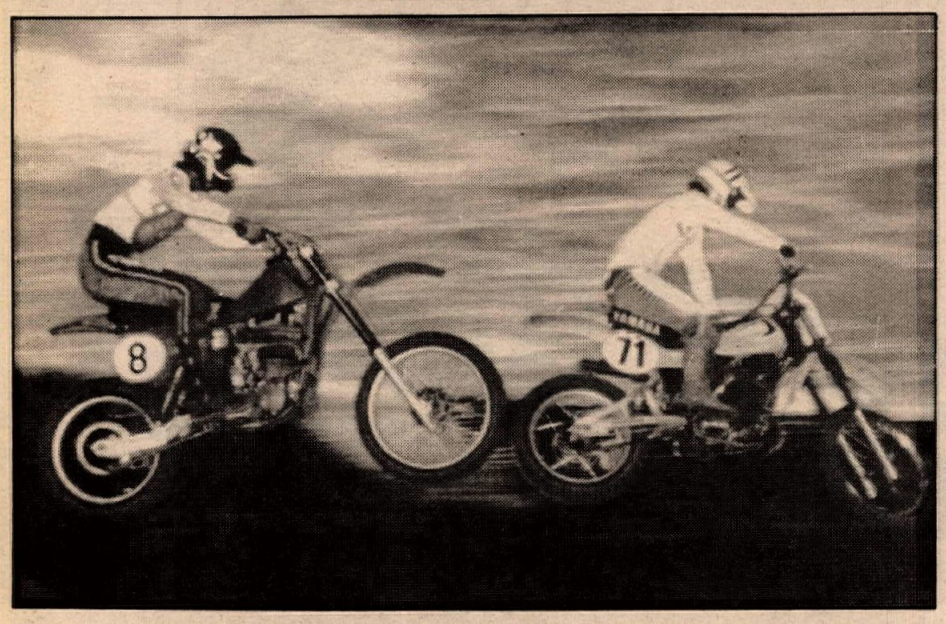

(Top) John Chwastyk took second 125cc Pro at CMC Ascot. (Above) Woody Carlson (71) and Bryan Maloney dice in Speedway 117 250cc Pro action.

Gomez roosts Pros at OCIR MX

By Steven Crosby

IRVINE, CA, JULY 30

There was another large turnout of riders and spectators on Thursday night to witness the Roost Factory rider Tony Gomez top both the 125 and 250cc Pro classes on a pair of Suzukis.

In the first 250cc Pro moto Greg Zitterkopf (Yam) took the lead through the first turn. Dave Eropkin followed Zitterkopf low in the first turn and moved into second as Pete Snorteland went wide after a good start and was third. Snorteland powered his way into second on the next lap. Gomez started out in fifth, caught Rick Zobel on the second lap and began to close in on third place. Zitterkopf was out front by four seconds with Snorteland trailing and unable to make up any ground. The battle for third was really heating up as Gomez put the pressure on Eropkin. Eropkin was up to the task for five laps, but Gomez finally got by and finished third.

In the second moto Gomez took an excellent start into an early lead. Zobel was in second, holding back Snorteland and Eropkin. Zitterkopf was in fifth and moved past Eropkin on the second lap. Gomez was still in the lead as Snorteland had to work to get by Zobel. Once he did Gomez had a comfortable lead. Zitterkopf also had a little trouble going by Zobel, but once he did he needed the whole race to have a shot at Snorteland. Zitterkopf gained a little ground every lap and was right behind Snorteland with two laps left. Repeated charges failed to get Zitterkopf by the Yamaha support rider. On one attempt Zitterkopf tagged Snorteland's back tire and Greg went down for an instant but never lost third. Gomez sailed to the checkered flag and his 3-1 was the best overall score on a three-way tiebreaker. Snorteland's 2-2 was second and Zitterkopf's 1-3 was only good enough for third.

Gomez had an easier time in the 125cc ranks. In the first moto Doug Dubach, who hadn't been to OCIR all year, took the early lead and held on for several laps until mechanical problems forced him to retire. Gomez was there to take over and Vince McMahon rode steadily to second place. In the second moto the scoresheets all started with Gomez each lap with McMahon second and Rustan's Danny Bartholomew third.

One minibike race deserves special note from this particular thursday night. In the Beginner's division two the overall win went to Jason Coolbaugh, hist first victory at OCIR after at least a couple of seasons. After having seized three times the weekend before at the Dunes, this was a pleasant change. In the first moto Thayne Zito took the lead and held off everyone until he broke on the final lap. Loren Bjorkman found his Kawasaki first over the finish line with Coolbaugh second. In the second moto Coolbaugh took the lead and held off everyone. Bjorkman was second with Mark Cramm third. Cramm moved into second with two laps to go and put the pressure on Coolbaugh. As Coolbaugh came around for the checkered flag he raised his hand over his head and off the throttle. The problem was he was still 10 feet from the finish and was coasting. Cramm was flying, expecially when he saw Coolbaugh let off, and Cramm missed the win by inches.

Results

60 BEG: 1. Tom Bonacci (Yam); 2. Eric Litzberg (Yam); 3. Jeff Long (Yam).
60 NOV: 1. Bobby David (Yam).
60 INT: 1. Matt Foster (Yam).
MINI BEG DIV I: 1. Tim Forsythe (Yam); 2. Kenny Collier (Yam); 3. Jon Moerke (Suz).
MINI BEG DIV II: 1. Jason Coolbaugh (Yam); 2. Loren Bjorkman (Kaw); 3. Mark Cramm (Yam).
MINI BEG DIV III: 1. Eric Magana (Kaw); 2. Jerry Cotter (Yam); 3. Glenn Rickertsen (Hon).
MINI NOV: 1. Wade Bone (Yam); 2. Randy GAtica (Yam); 3. Jim Nelson (Yam).
MINI INT: 1. Jimmy Palmer (Yam); 2. Ken Okimoto (Kaw); 3. Kurt Strand (Yam).
MINI EX: 1. Keith Senn (Yam).
100: 1. Richard Moerke (Suz); 2. Steve Owens (Yam).
125 BEG DIV I: 1. Dan Sween (Suz); 2. Wade Pegram (Hon); 3. Frank Hartsell (Suz).
125 BEG DIV II: 1. Lee Kober (Suz); 2. Victor Magana (Yam); 3. Steve Muckelrath (Yam).
125 BEG DIV III: 1. Shawn Wilson (Yam); 2. Steve Ness (Suz); 3. Craig Marshall (Suz).
125 NOV DIV I: 1. Scott Keyes (Yam); 2. Clay Stanford (Suz); 3. Darin Maddox (Yam).
125 NOV DIV II: 1. Pete Loncaravich (Yam); 2. Paul Colston (Kaw); 3. Rob Trone (Yam).
125 INT: 1. John Begin (Suz); 2. Chris Heinrich (Suz); 3. Don Myron (Suz).
125 PRO: 1. Tony Gomez (Suz); 2. Vince McMahon (Yam); 3. Danny Bartholomew (Suz).
250 BEG DIV I: 1. Jerry Bardiau (Yam); 2. Carl Reed (Suz); 3. Dean Manuel (Yam).
250 BEG DIV II: 1. Brett Weber (Yam); 2. Todd Cunningham (Hon); 3. Steve Polenske (Suz).
250 NOV: 1. Ken Donovan (Kaw); 2. Larry Cravens (Yam); 3. Steve Russell (Suz).
250 INT: 1. Mark Howard (Yam); 2. Mark Allen (Yam); 3. Larry Gross (Yam).
250 PRO: 1. Tony Gomez (Suz); 2. Pete Snorteland (Yam); 3. Greg Zitterkopf (Yam).
OPEN BEG: 1. Shaun Devlin (Hus); 2. Todd Cunningham (Yam); 3. Lee Nygard (Yam).
OPEN NOV: 1. Robin Busse (Yam); 2. Merk Gleckl (Mai); 3. Pete Rickertsen (Suz).
OPEN INT: 1. John Stapleton (Yam); 2. Doug Rand (Yam); 3. Dean Akins (Suz).
OPEN PRO: 1. Pete Snorteland (Yam); 2. Scott Cavness (Suz).

Gerig, Martinez star at Speedway 117

By Myron Hemley

CHULA VISTA, CA, JULY 29

At Speedway 117's weekly Wednesday night Continental Motosprots Club MX, David Gerig rode to a perfect 1-1 night in the 250cc Pro class.

Woody Carlson made the first turn first with Tom Browne second, Bryan Maloney third and Gerig in fourth. Gerig passed Maloney on the inside of turn four and then went by Browne on the back side. Gerig pulled even with Carlson going over the KPRI double doubles, took over the lead at the end of the second lap. At the end of the fourth tour of the circuit, Maloney passed Browne for third and then started making a run for Carlson in second. Maloney pulled even with Carlson halfway through the fifth lap, but Carlson was able to hold second. Gerig finished with a large lead.

Carlson was out in front again at the start of the second moto. Maloney was in second, Gerig third and Browne fourth. Gerig overtook Maloney for second on the third lap, but Maloney stayed with Gerig as they closed on Carlson. Gerig passed Carlson going through the big Coca-Cola berm and Maloney pulled in behind Carlson. The three riders went over the KPRI double doubles with only a bikelength apart and Browne back another two. Gerig, Carlson, and Maloney stayed together through the fifth lap till Carlson slid out, taking Maloney with him. Browne moved into second and Maloney was up first to take third. Browne moved up with Gerig as the one lap flag came out. But with only 50 yards left in the race, Browne went down. Gerig finished first, Maloney was second, Carlson third and Browne was fourth.

In the Mini Juniors it was Luis Martinez taking the overall. Gilberto Lizarraga got the holeshot but fell at the end of the first lap and DNF. Ramon Dominguez moved into the lead with the Coca-Cola/KPRI Summer Series Mini leader Joey Davis second, and Luis Martinez, second in the series, in third. Martinez passed Davis on the third lap to take over second. Davis stayed with Martinez to the end but wasn't able to regain second. Dominguez finished first with a good lead, Martinez was second and Davis third.

It was Lizarraga getting his second holeshot of the night with Dominguez second, Martinez third and Davis fourth. Dominguez passed Lizarraga in the Coca-Cola berm at the end of the third lap. Dominguez went over the KPRI double doubles in the lead but fell going over the third jump, dropping himself back to fifth. Lizarraga finished first, but Martinez's second was good for the overall. Davis was third, Joey Fowle fourth and Dominguez fifth.

Results

MINI JR: 1. Luis Martinez (Kaw); 2. Joey Davis (Yam); 3. Ramon Dominguez (Yam).
MINI INT: 1. Jeff McCay (Suz).
ATC 250 ST: 1. Dean Sundahl (Hon); 2. Mark Weixeldorfer (Hon); 3. Randy Williams (Hon).
ATC 115 MOD: 1. Sam Coe (Hon).
ATC WOMEN: 1. Cindy Morris (Hon).
ATC OPEN: 1. Dean Sundahl (Hon); 2. Rod Shedenheim (Hon); 3. Michael Coe (Hon).
125 JR: 1. Bobby Maupin (Yam); 2. Mark Scott (Yam); 3. Fernando Cintora (Suz).
125 INT: 1. David Capehart (Kaw); 2. Alex Leon (Suz); 3. Scott Sargent (Suz).
250 JR: 1. Fernando Van Willis (Yam); 2. Donald Rugg (Hon); 3. David Willliams (Yam).
250 INT: 1. Clint Burger (Yam); 2. Frank Rogers (Hon); 3. Mike Borun (Yam).
500 JR: 1. Guy Shibner (Yam); 2. Monte Lutz (Yam); 3. Glenn Baugh (Hon).
500 INT: 1. Bob Browne (Yam); 2. Ric Mahlmeister (Yam); 3. Keith Lynas (Hon).
125 PRO: 1. Terry Murray (Suz); 2. Scott Meyer (Suz); 3. Jon Faure (Hon).
250 PRO: 1. David Gerig (Hus); 2. Bryan Maloney (Hon); 3. Woody Carlson (Yam).
500 PRO: 1. David Gerig (Hus); 2. Tom Browne (Yam).

Pritchard tops V.O.T.E. Greenhorn trials

VALENCIA, CA, JULY 26

The annual Valley Observed Trials Enthusiasts Greenhorn Trial, which is traditionally a Beginner-oriented event, drew a crowd of Beginners and first time Beginners.

With the first time Beginners riding for free on a normally hot SoCal Sunday, it was a real workout for the people new to ATA trials. On the top of their class was R. Peterson (Bul) who finished a very respectable fourth overall among all Beginners. Following 20 dabs behind was Tom Zimmer on a 250 Suzuki, and losing second on cleans was Lisa Steward on her 125 Honda.

The Beginner class was won by George Steward, who on his first ride in 10 years, showed up on one of the original Sammy Miller replica 250 Bultacos imported into the country in 1965, and beat Katy Feland and her 175 Yamaha by two cleans. Both riders finished the day with 27 marks for 30

sections. Third place went to Mike Schlatter, the 15-year-old V.O.T.E. member who checks all V.O.T.E. events but this one. He was just three marks off the points with the same number of cleans, 13. Senior B regular Dean Hambrick on his beautiful 349 Montesa again topped his class, closely followed by Bay Area's Bruce Bernbaum on the new Italjet 350, 23 points/16 cleans to 25/13. Third went to R. Darby on a 250 Bultaco.

The Novice class saw Wayne Scott, on the only 250 Kawasaki to be seen, win going away with a score of 66/6. Wayne, whose only competition seemed to be himself, was not too closely followed by the Novice brothers John and Skip Rowland. They rode identical 250 Yamahas at 102/2 on the day — brothers to the end. The Senior A class was topped by Burbank Yamaha's Boyd Bernard on an SWM 320. Boyd, who lost five pounds and 97 marks, was last seen with second place finisher Jack Frazier trying hard to replenish that with Bud. Third, and way back was Bill Gregory, whose score I promised not to print.

The Amateur class saw three V.O.T.E. members on top with Sonny Baskin (348 Mon) showing Buddy Greg Papazian how it's done, 67/11 to 90/4. Greg and his ex-Scott Head 350 Bultaco were just ahead of family man Gary Conrad (350 Bul). Gary, who is from Lancaster, did a lot of driving to set up this event, thank you.

SWM Pro rider Matt Pritchard showed that marriage didn't slow him down as he cleaned up in the Expert class with loops of 23/2, 12/2 and the best loop of any rider, 6/7, for a total of 41/11, a good day for Matt and SWM. Second Expert was Mike Lauxen on his 348 Montesa, with loops of 27/2, 21/6 and 15/3 for a 63/11 day. Third on the day went to Derrick Bernard with circles of 26/2, 31/3 and 23/2 for 80/7.

A hot day and lack of a variety of terrain made for some challenging and different sections checked by these suntanned bodies: the Conrad ladies, Keith Morris, Bob Schlatter, Kurt Hathaway, Denny Wolf, Steve Holland, Ken Safranek, Ken Watson, Matt Goetz, Dick Scott, Lisa Steward, Jennie and Gemia Hathaway, and the Mayfield family. Thank you!

The next V.O.T.E. club trials is at South Portal Campground off San Francisquito Road in the Newhall area on Aug. 23, and the next ATA event is Sept. 20.

Brown blasts CMC Ascot MX

By Tom Corley

GARDENA, CA, JULY 23

Mike Brown and Gary Denton, very well known in 125cc Pro ranks both locally and nationally, made their first appearance at Ascot Park this season.

Brown shot out ahead with the first moto but Denton had the lead by the second corner. Brown, though, kept moving up gradually. Soon Brown passed Denton as they soared over the final crash wall jump and he held the lead to the checkered flag. Denton settled for second which gave him the edge over John Chwastyk, Glenn Page and Dave Hamada, who recovered from his bout with a trash can last week.

Chwastyk showed the newcomers that he meant business in the final race. He got the holeshot and held the lead until T&O Yamaha rider Tim

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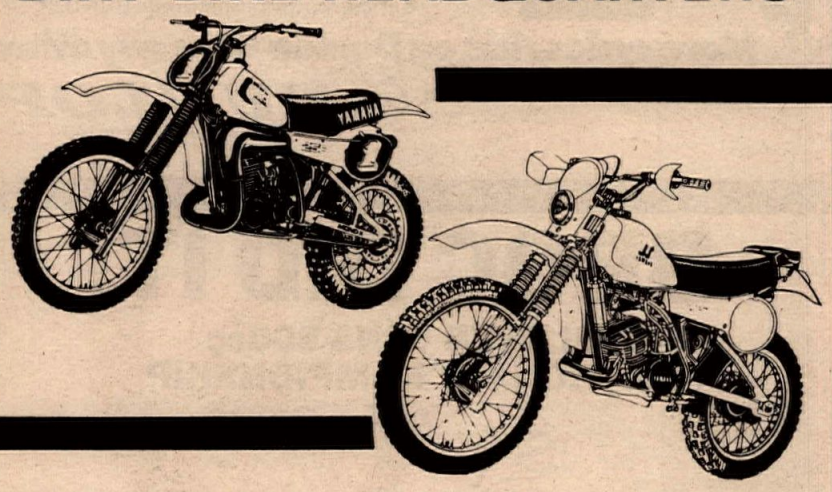

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Sam Storer takes the holeshot in 83cc Expert racing at NMA Saddleback.

Shelton got by him for first while Denton and Brown followed Chwastyk. Brown was trying to make up for his start and he passed Denton. Then as he caught Chwastyk and executed a fine pass. Brown was on the move but he didn't have the time to catch Shelton and landed second place in front of Chwastyk and Denton. The class finished in this order: Brown, Chwastyk, Denton, Shelton, Page, Craig Westergaard and Hamada.

Glen Senecal on his Premier Yamaha was the man who took the 500cc Pro win with a first place in both motos. Dan Paulson was second, followed by fellow Maico pilot Carl Gazafy.

Results

60 jr; 1. Duane DeArman (Yam).
60 INT: 1. Rick Harris (Yam); 2. Tony Leater (Yam); 3. Scott Murphy (Suz).
MINI JR DIV 2: 1. John Keefer (Yam); 2. Kenny Donelson; 3. Brian Werle (Yam).
MINI INT: 1. Dan Hovis (Yam); 2. Tim Rutherford (Kaw).
MINI EX: 1. Eddie Gauley (Amx).
100 JR: 1. Scott Stenberg (Yam).
125 JR DIV 1: 1. Andy Hernandez (Suz); 2. Eric Nagao (Yam); 3. Donnie DeArman (Yam).
125 JR DIV 2: 1. Mike Cauana (Yam); 2. Rick Hudson (KTM(; 3. Mike Morrison (Yam).
125 JR DIV 3: 1. Gary Ybarra (Suz); 2. Dennis Chafe (Hon); 3. Eric Schoof (Yam).
125 PRO: 1. Mike Brown (Suz); 2. John Chwastyk (Suz); 3. Gary Denton (Suz).
250 JR DIV 1: 1. Jeff Geiger (Hon); 2. Tim Kitchens (Yam); 3. Joe Hauser (Hon).
250 JR DIV 2: 1. John Jelsma (Yam); 2. Dave Bender (Yam); 3. Kyle Greenwood (Amx).
250 INT: 1. Kevin Brown (Mai); 2. Mark Wood (Yam); 3. Dan DeYoung (Mai).
250 PRO: 1. Ed Arnet (Mai); 2. Paul Sedler (Kaw); 3. Dale Lewis (C-A).
500 JR: 1. Tennyson D'Sena (Yam); 2. Philip Daigneault (Yam); 3. Steve Vest (Yam).
500 INT: 1. Mike Jansen (Yam); 2. Trey Campbell (Yam); 3. Bob Walsh (Hon),
500 PRO: 1. Glen Senecal (Yam); 2. Dan Paulson (Mai); 3. Carl Gazafy (Mai).
VET JR: 1. Bill Meisner (Yam); 2. Alan Gerkey (Yam); 3. Mike Boal (Yam).
VET INT: 1. Dickie McMillen (Hus); 2. James Richardson (KTM); 3. Mike Cram (Hus).
OLD TIMER JR: 1. Sam Harris (Hus); 2. Paul Burton (Yam); 3. John Leisner (Suz).
OLD TIMER INT: 1. Jim Gates (Suz).
OLD TIMER MASTER: 1. Ed Ott (Yam); 2. Nate Sciacqua (Yam).

Biggs brothers bomb CRC night minicross

By Tom Corley

VALENCIA, CA, JULY 24

The night was right for Jason and Johnny Biggs as they both made off with a win in the Pee Wee races at the California Racing Club's night minicross. Jason took home the trophy in the Stock race and Johnny won the Modified event.

Jesse James is coming on strong in the Pee Wee Stock racing and he won the first moto ahead of Jason. The final moto was won by Biggs and that clinched first for him ahead of James, Damon Huffman, Bobby Garcia and Greg King.

In the 83cc Stock Beginner 12 and over race it was a three man battle for first. Scott Francis took the win both times but was being hounded by Chris Lose and Richard Bates during the first moto. In the final event Francis had the lead under his control but Bates was very close on his Honda while Mike Henline, also on Honda, was in third. Overall it was Francis, Bates, Lose, Henline, Billy Abbott and Rob Sassen.

Results

PEE WEE STOCK: 1. Jason Biggs (Yam); 2. Jesse James (Yam); 3. Damon Huffman (Ita).
PEE WEE MOD: 1. Johnny Biggs (Ita).
60 STOCK JR: 1. Alan Pierce (Yam); 2. Alvin Matthews (Yam); 3. Tony Sulek (Yam).
60 STOCK INT: 1. Ronnie Densford (Yam).
60 MOD NOV: 1. Alan Pierce (Yam); 2. Alvin Matthew (Yam).
83 STOCK BEG 9-11: 1. Paul Matthews (Yam); 2. Alan Pierce (Yam); 3. Shawn Bates (Hon).
83 STOCK BEG 12+: 1. William Crawford (Kaw); 2. Gary Carivau (Hon); 3. Nancy Andrus (Suz).
83 STOCK BEG 12+: 1. Scott Francis (Yam); 2. Richard Bates (Hon); 3. Chris Lose (Yam).

Lechien takes four at NMA Saddleback MX

By Tom Corley

ORANGE, CA, JULY 19

The National Motosports Association Grand National Championship Series held its final event in the Western Region at Saddleback Park. From here the qualifying riders from all over the country will travel to Ponca City, OK, for the big Championship event which will take place on August 12-16.

Sam Storer of Kawasaki Motors Corp. took the 83cc Stock Expert 12 and over victory, leading both motos all the way. Storer defeated such top riders as Snell Johnson, Paul Denis, Ken Dunlap and Bruce Bunch. Paul Denis was just as successful in the Modified event because he took two first place wins, and the overall series championship. His toughest competition came from Rick Hemme, who led during the first moto till Denis was able to pass him. The top five were Denis, Hemme, Dunlap, Bunch and Todd Campbell.

Chris Heisser started racing with the NMA years ago and now is a top Pro. He is not the only one in his family who has some talent because his younger brother Kevin is winning in Junior Cycle competition. Kevin won the Stock Novice 9-11 race over Jimmy Didler and took a third in the Modified race behind Didler and winner Steven Kotajarvi.

Rincon Raiders team rider Joe Rincon proved to be the most successful 125cc Amateur rider of the day, winning the 125cc Stock and Modified Novice classes on his Kawasaki.

Ron Lechien had more moto wins than anyone else during the series. Today Lechien won four classes which included the 100cc Stock and Modified races and also the 125cc Stock and Modified Expert contests. The only moto that we know he lost throughout the entire series was at Arroyo when David McGhee beat him in a 125cc Modified Expert race. Charles Osterday was hoping to beat this Yamaha factory man in at least one moto today, but he took a second to Lechien in both of the 100cc classes. In the Modified event Charles had problems with his kill switch during the first moto. In the second moto he got a thrill by leading Lechien but was eventually passed.

Results

PEE WEE STOCK: 1. Ronnie Densford (Yam); 2. Tony Amaradio (Yam).

PEE WEE MOD: 1. Dustin Evans (Ita); 2. Ronnie Densford (Yam); 3. Pat Healey (Ita).

JR CYCLE STOCK 6-8: 1. Tommy Clowers (Yam); 2. Richard Saxton (Yam); 3. Frank Buck (Yam).

JR CYCLE MOD 6-8: 1. Tommy Clowers (Yam); 2. Richard Saxton (Yam); 3. Ronnie Densford (Yam).

JR CYCLE STOCK NOV 9-11: 1. Kevin Heisser (Yam); 2. Jimmy Didier (Yam); 3. Jason Collier (Yam).

JR CYCLE STOCK INT 9-11: 1. Kyle Lewis (Yam); 2. Shane Trittler (Yam).

JR CYCLE MOD NOV 9-11: 1. Steve Kotajarvi (Yam); 2. Jimmy Didier (Yam); 3. Kevin Heisser (Yam).

JR CYCLE MOD INT 9-11: 1. Kyle Lewis (Yam); 2. Shane Trittler (Yam); 3. Shaun Kalos (Suz).

83 STOCK NOV 9-11: 1. Shane Trittler (Yam); 2. Shaun Kalos (Suz); 3. Anthony French (Yam).

83 STOCK INT 9-11: 1. John Conney (Yam); 2. Scott Brown (Kaw); 3. Kyle Lewis (Kaw).

83 MOD NOV 9-11 & INT: 1. Scott Brown (Kaw); 2. Kyle Lewis (Kaw); 3. John Conney (Yam).

83 STOCK NOV 12+: 1. Ron Rogers (Yam); 2. Jimmy Moon (Yam); 3. Cory Falter (Yam).

83 MOD NOV 12+: 1. Shawn Davidson (Yam); 2. Ron Rogers (Yam); 3. Cory Falter (Yam).

83 STOCK INT 12+: 1. Doug Harrington (Kaw); 2. Steve Stewart (Yam); 3. Chris Taylor (Kaw).

83 MOD INT 12+: 1. Mike Healey (Suz); 2. Dan Hovis (Yam); 3. Eddie Hicks (Yam).

83 STOCK EX 12+: 1. Sam Storer (Kaw); 2. Snell Johnson (Kaw); 3. Paul Denis (Yam).

83 MOD EX 12+: 1. Paul Denis (Yam); 2. Rick Hemme (Suz); 3. Ken Dunlap (Yam).

105: 1. Johner Kight (Yam); 2. Snell Johnson (Kaw); 3. Rick Hemme (Suz).

125 STOCK NOV: 1. Joe Rincon (Kaw); 2. Randy Howe (Suz); 3. Ricky Discartin (Suz).

125 MOD NOV: 1. Joe Rincon (Kaw); 2. Ricky Discartin (Suz); 3. Randy Howe (Suz).

125 STOCK INT: 1. John Hemme (Suz); 2. Chris Lance (Yam); 3. Darren Young (Yam).

125 STOCK EX: 1. Ron Lechien (Yam); 2. Ed Warren (Kaw); 3. Donny Myron (Suz).

125 MOD INT: 1. John Hemme (Suz); 2. Vince McMahon (Yam); 3. Tracy Meeks (Kaw).

125 MOD EX: 1. Ron Lechien (Yam); 2. Ed Warren (Kaw); 3. Doug O'Donnell (Suz).

100 STOCK: 1. Ron Lechien (Yam); 2. Charles Osterday (Suz); 3. Todd Bartlett (Suz).

100 MOD: 1. Ron Lechien (Yam); 2. Charles Osterday (Suz); 3. Todd Bartlett (Suz).

250: 1. John Mazzacane (Kaw); 2. Greg Piorsowski (Kaw).

AME Summer Series continues

By Laura Richard

VALENCIA, CA, JULY 17

Round two of the American Motocross Enterprises Summer Series was held under the lights on the International Track at Indian Dunes before a large crowd of riders and spectators alike.

One of the biggest and best events of the night was the 125cc Pro class. Suzuki of Van Nuys-sponsored Zoli Meszaros blasted into the first round lead, followed by Super Seer Suzuki pilot Allen Hopper and Simi Cycle Yamaha rider John Drury. Hopper was putting the pressure on Meszaros before Meszaros jumped off over one of the jumps on the back straight. That allowed Hopper to slide into the lead, moved Drury up to second and Jim Simons, another Simi Cycle rider, up to third.

Round two again saw Meszaros take the lead, but this time there was no stopping him as he turned in a strong performance to win the moto. Drury took the overall with a score that topped Yamaha-mounted Jack Lambert (6-2) and Crossroads Suzuki's Jim Sendleback (5-3).

David Lynch, riding an O'Neal Distributing-sponsored Honda, captured the 250cc Pro win. In the first moto Yamaha support rider Jim Holley took the lead ahead of *Dirt Bike* Suzuki rider Ken Zahrt and Lynch. Holley held on to take the win.

Holley did a repeat holeshot act in the second moto, this time trailed by Lynch and Honda-mounted Rob Peoples. Holley went down, giving the lead to Lynch with Peoples moving into second and Zahrt taking over third. Overall, it was Lynch, Zahrt and Holley.

In the Open Pro class Kern Sport Cycle rider Greg Torgerson (Hus) made it look easy as he rode to back to back wins. As the gate dropped for the first round, Foothill Yamaha's Joe Root roared into the lead, followed by 7-Js/Suzuki of Ventura rider Adam Ford (in his first Pro race) and Torgerson. But there was no stopping Torgerson, who zapped both Ford and Root to take over the lead. Ford also got by Root to occupy second at the finish.

Round two saw an identical start with Root leading Ford and Torgerson. It was an identical replay when Torgerson again worked up to the lead and the overall win. Ford took second and Root was third.

We would like to mention and thank some of our many sponsors for this event: AME Manufacturing, Inc., MacDonald Products, Super Seer, Gator Products, MTD Products, Jammin' USA and Graydon Ltd. We have over 50 sponsors for this six-race series. •

Results

125 PRO: 1. John Drury (Yam); 2. Jack Lambert (Yam); 3. Jim Sendleback (Suz).

250 PRO: 1. David Lynch (Hon); 2. Ken Zahrt (Suz); 3. Jim Holley (Yam).

500 PRO: 1. Greg Torgerson (Hus); 2. Adam Ford (Suz); 3. Joe Root (Yam).

125 INT DIV I: 1. Andy Nelinger (Suz); 2. Tony Pulliam (Yam); 3. Eric Shimp (Suz).

125 INT DIV II: 1. Eddie Guajardo (Suz); 2. Randy Lippie (Suz); 3. John Spar (Yam).

250 INT: 1. Kenny Parry (Yam); 2. Randy Pretzler (Yam); 3. Pat Dolan (Hon).

500 INT: 1. Rocky Hash (Yam); 2. Chris Mallory (Mai); 3. Lee Robison (Hon).

100 INT: 1. Mark Davenport (Suz).

100 JR: 1. Jim Spotts (Suz); 2. Mark Stuen (Yam); 3. Jason Davenport (Suz).

125 JR DIV I: 1. Gary Sailors (Suz); 2. Brent Smith (Suz); 3. Marc Marszalek (Hon).

125 JR DIV II: 1. Jim Stufflebeam (Suz); 2. Eric Geesen (Hon); 3. David Couch (Suz).

250 JR: 1. Dan Fitzgerald (Suz); 2. Rob Webb (Hon); 3. Eddie Hatch (Hon).

500 JR: 1. Roger Williams (Yam); 2. John Noland (Mai); 3. Richard Deering (Hon).

500 BEG: 1. Darren Schmidt (Yam); 2. Mark Aschrenner (Yam); 3. Mike Griffin (Mai).

VET EX: 1. Joe Brown (Suz); 2. Kenneth Oubre (Yam); 3. Ron Cole (Mai).

VET JR: 1. Keith Phillips (Yam); 2. George Thomas (Mai).

125 BEG DIV I: 1. Mark Jablonski (Suz); 2. Merle Hammer (Yam); 3. Bob Ledesma (Suz).

125 BEG DIV II: 1. Mark Gonzales (Hon); 2. Ken Safford (Hon); 3. Mike Pugmire (Suz).

250 BEG: 1. John Wilson (Mai); 2. Brad Halfon (Yam); 3. Rick Burnside (Kaw).

XR RACE: 1. Ken Zahrt (Hon); 2. Art Dart (Hon); 3. Carl Yokoi (Hon).

MINI EX: 1. Bob Simons (Yam); 2. Steve Van Duzen (Yam).

MINI INT: 1. William Surratt (Kaw); 2. Tony Alessi (Yam); 3. Brian Emig (Yam).

MINI JR DIV I: 1. Jeff Emig (Yam); 2. Eric Hallgath (Yam); 3. Guy Giffin (Yam).

MINI JR DIV II: 1. Shane Trittler (Yam); 2. Chris Cole (Suz); 3. Paul Mathews (Yam).

JR CYCLE EX: 1. Shane Trittler (Yam).

JR CYCLE INT: 1. Danny Lamb (Yam); 2. Steven Kotajarvi (Yam); 3. Kayle Johnson (Suz).

JR CYCLE JR: 1. Alvin Mathews (Yam); 2. Mark McDonald (Yam); 3. Joe Brown (Suz).

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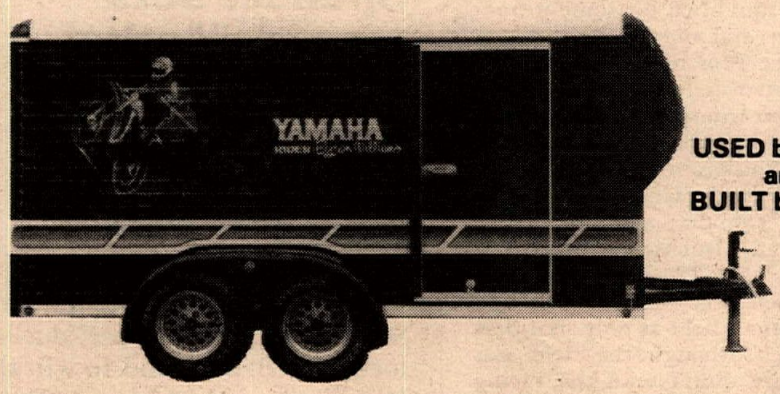

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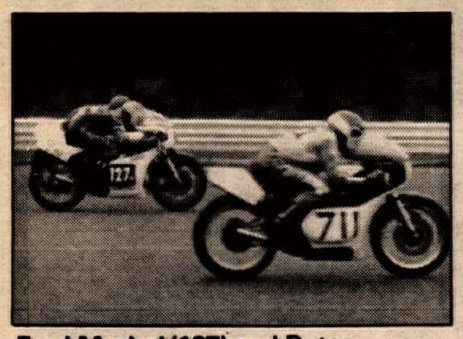

Fred Merkel (127) and Peter Puhakka dice at SIR.

McConn buries Baylands MX

By Jerry R. Newray

FREMONT, CA, JULY 22

A beautiful sunset in the Bay area saw more than 200 dirt riders take to the super fast Baylands motocross track, and with a super crowd to cheer them on, the racing turned out to be just great.

In the 250cc Pro class, Shawn McConn rode what would have to be the best two rides of the evening. In the first moto, McConn started to the outside of the gate, and at the drop of the gate shot like bullet out of a gun. In the first turn, the race took form as McConn had first followed by a very tight field with Brian McGee in second and Brian Otto following like a shadow. The race stayed a very tight one all the way to the finish as McConn took the checkered flag with his Yamaha mount followed by McGee and his Suzuki and Otto on his Yamaha.

The second moto saw yet another super ride by McConn as his distinct riding of being very high in the banked corners and super fast on the bumps proved to be what it took to take the overall title as McConn once again swept the moto by burning up the Baylands course in what would have been record time if there were clocks on the track. Second place went to McGee followed by Otto. The overall title went to McConn followed by McGee and John Beeman on his Honda as Otto was disqualified for some infraction in the second moto.

The 125cc Pros took the track for some of their wild riding shows. This week saw past winner Bryan Wargo on his Suzuki take two straight motos as the overall finishes in both motos were identical. Second place went to Rick Ryan on a Yamaha, and third place went to Paul Duchscher aboard a Yamha.

The Open Pro category saw a somewhat small field as only six riders showed up. Although the field was small, it sure didn't man the racing would be slow. The first moto saw a bump and run for the first turn as Jerome Heiberger slipped through first followed in hot pursuit by Jeff Jacobson and Kenny Rodriquez. The race saw these three racers play a lap-to-lap battle as Jacobson and Rodriquez really put the pressure on Heiberger all the way to the finish.

The second moto saw yet another hot and heavy battle as this time the fourth place finisher in the first moto shot into the opening lead with Heiberger on him like a shadow and Jacobson in the third slot followed by Don Walsh. On the third of six laps, Heiberger grabbed the lead with a super move on the high banked fourth turn and continued to ace in the lead until the final lap when Neal Snarr put on a move that had to be seen to be believed as he blasted out of the bump section and right past Heiberger to take the winner's flag. The overall went to Heiberger with a second and a first followed by Snarr with a fourth and a great first. In third was Jacobson with a second and third.

Kevin Brown took the rides of his life in 80cc Junior Division Two. Brown took to the lead on the opening lap followed by Scott Tackacks and then a bunch of riders that saw all of them try to ride right up Brown's rear wheel. Brown continued to keep the lead all the way to the checkered flag followed by Tackacks and Mark Whalen. The finishes in the second moto were identical as Brown took his first title for the '81 season.

Results

250 PRO: 1. Shawn McConn (Yam); 2. Brian McGee (Suz); 3. John Beeman (Hon).
OPEN PRO: 1. Jerome Heiberger (C-A); 2. Neal Snarr (Yam); 3. Jeff Jacobson (Mai).
125 PRO: 1. Bryan Wargo (Suz); 2. Rick Ryan (Yam); 3. Paul Duchscher (Yam).
250 INT: 1. Danny Solano (Kaw); 2. Marty Kiebke (Yam); 3. Richard Boe (Kaw).
125 INT: 1. Shawn Hontz (Suz); 2. Raymond Flow (Suz).
OPEN INT: 1. Jim domenighini (Yam); 2. David Drowdy (C-A); 3. Eric Van Urff (Yam).
250 JR DIV 1: 1. Al Moore (Yam); 2. Tim Henricu (Hon); 3. George Grifii (Suz).
250 JR DIV 2: 1. Theo Bernard (Mai); 2. Larry Claussen (Yam); 3. Vic Stoeckmann (Hon).
250 JR DIV 3: 1. Rick Vermage (Hon); 2. Jeff Ron (Yam); 3. Devon Joss (Yam).
250 JR DIV 4: 1. Mark Steele (Yam); 2. Danny Coletti (Suz); 3. Jim Heiberger (Hon).
125 JR DIV 1: 1. Brad Saranio (Yam); 2. John Kruschke (Yam); 3. Dan Beale (Yam).
125 JR DIV 2: 1. Jimmy Bronetti (Yam); 2. Nick Siler (Yam); 3. Paul Van Horston (Suz).
125 JR DIV 3: 1. Mike Minjares (Suz); 2. Dean Davis (Yam); 3. Derek Chin (Yam).
125 JR DIV 4: 1. Jack Hulse (Suz); 2. Ken Johnson (Yam); 3. Andrew Norrish (Yam).
OPEN JR DIV 1: 1. Richard Ramsay (Hus); 2. Keith Adams (Yam); 3. David Adaib (Hon).
OPEN JR DIV 2: 1. Steve Dover (Yam); 2. David Borruso (Suz); 3. Paul Cummings (Hus).
VET EX: 1. David Lehman (Yam); 2. Bruce MacArthur (KTM).
VET JRS: 1. Charles Pahel (Yam); 2. Pete Francini (Mai); 3. Larry Garcia (Hus).
100: 1. Charles Swanson (Suz); 2. Robert Strothers (Yam).
OT EX: 1. Mike Heiberger (Hon).
OT INT: 1. Fred Parsen (Hus).
OT JRS: 1. Richard Carlson (KTM); 2. Dan Welch (Mai); 3. Gordy Rider (Hon).
80 EX: 1. Tony Flores (Yam); 2. Kurt Bissel (Yam).
80 INT: 1. Todd Donaldson (Yam); 2. Eric Sandstorm (Suz); 3. Rich Cascio (Yam).
80 JR DIV 1: 1. Albert Berends (Yam); 2. Scott Dupont (Suz); 3. Jim McLaren (Yam).
80 JR DIV 2: 1. Kevin Brown (Yam); 2. Scott Tackacks (Yam); 3. Mark Whalen (Kaw).
MINI: 1. Scott Tackacks (Yam); 2. Jim Williams (Yam); 3. Jimmy Clay (Yam).

Spencer sets record, Merkel makes money at WMRRA SIR RR

By Lane Campbell
Photo by John Walker

AUBURN, WA, AUG. 2

"Flyin' Fred" Merkel, Laguna Seca's Novice Pro winner, duelled local Pro Bruce Lind to win the Washington Motorcycle Road Racing Association's 250cc GP Challenge match at Seattle International Raceway, while Honda Superbike teamster Mike Spencer paid a visit and left a new lap record as a calling card. The club guaranteed to match each 250cc GP rider's $30 entry fee for the Challenge purse; the 24-rider field thus paid out $1440.

A regular brigade of visiting firemen responded to the call. Merkel came from southern California, along with Robert Lugliani and Curtis Maddon. Steve Biganski, who hails from Florida, brought a new TZ250H for the Challenge, and also entered a Vesco/Work/Wasco TZR500 (with Aldana's name on it) in Open GP.

Spencer, apparently working as Team Honda's "point man" for the coming September 12-13 Pro/Am, entered the works Superbike in both WMRRA Superbike and Open GP classes to gain familiarity with SIR and take home some pertinent numbers for the technoids at American Honda to play with. He DNF the first Superbike heat, as an apparent electrical problem killed his motor about mid-race, but returned to win both Open GP heats hands down, setting a 1:29.5 motorcycle lap record in the process. The pit wall was lined with people shaking their heads as the high-winding Honda came screaming past on the front straight. One observer likened the sound to that of a Cosworth DFV formula car engine (which has twice as many cylinders).

Biganski soldiered around second in Open GP with Randy Skiver third on the Bellevue Suzuki 1100. Bruce Lind crashed his TZ750 out of contention late in the first Open GP heat when someone laid a near-invisible string of oil through turn two. In fact, the traffic sliding into the woods got downright heavy, as this particular heat had 600 and 860cc Cafe combined with Open GP. (For the second set of heats, the club split the very popular 600 Cafe — won by Daryl Hussey (Yam) — off for its own race to alleviate traffic.)

People kept "discovering" the oil in turn two, even after the oil flag was hung out, and continued sliding down at such a rate that one downed rider commented, "It was gettin' standing room only in those woods. If one more hadda' crashed, he wouldn't have found a place to park." Fortunately, throughout all this, no one was hurt; the ambulance remained parked all race long.

Whereas the regular club classes were run in two heats with motocross scoring for the overall, the 250cc GP Challenge had a qualifier for grid position and a final. Merkel ran away and hid in the heat, quickly displacing holeshot leader Biganski. Lind hung back, finishing in a drafting duel with Brian Sutton.

In the final for bucks, Merkel and Biganski jumped out together with the rest of the pack in tow. Lap one, it was Merkel, Biganski, Lind, Daryl Cornwell, Peter Puhakka, Sutton, Steve Scheafer and Sid Collier in a fairly tight string, a gap, then the rest of the mob in a big scrappy gaggle.

Next lap, Lind had worked into second, then next time up the front straight he drafted Merkel and slingshotted into the lead entering turn one. Merkel got by on the back side of the course and came flying by the start/finish, making the "V" sign at his pits. With Biganski in third, the top three remained set through mid-race, while Cornwell DNF, Sutton took over fourth from Puhakka, and Collier moved into sixth, although that position was getting considerable argument from Scheafer and Paul Pieroli. Oregonians Doug Guthrie and Gene Brown were having a drafting duel over 10th, which Brown eventually won, but then dropped out after mid-race.

Robert Lugliani began a mid-pack move that eventually carried him past Guthrie, Peiroli, Puhakka and Co. into fifth overall behind Sutton.

People had almost forgotten about the leaders, as Merkel had strung out an apparently comfortable margin. Then in the closing laps, things quickly began to narrow. Lind was within five seconds, next lap two seconds, then the lead. Two laps the pair ran "under a blanket;" the white flag came out, and (again) somewhere on the backside, Merkel made the crucial pass and took the checkers.

Scott Moon, Tod Dressel and Monte Phoenix, all on Hondas, topped the 125cc GP class (which, along with Open GP, also paid a modest cash purse). Open Single was won by Lee Cochran, who (it can now be told) originally acquired his Yamathumper from an Alaska fisherman, in a box, for $40. Needless to say, it's had some development work since then.

Oregonian Keith Pinkstaff took Open Production on a Suzuki, while Robbie Adams (Yam) blitzed the outlandishly quiet 410cc Production mob, and Rhys Howard, on a Yamaha, took 750cc Production.

Results

SIDECAR: 1. Lind/Hart (Yam); 2. Boots/Gorton (Suz).
OPEN PROD: 1. Keith Pinkstaff (Suz); 2. Chuck Wiley (Suz); 3. Claude Hislop (Hon).
750 PROD: 1. Rhys Howard (Yam); 2. Robbie Adams (Hon); 3. David Roosevelt (Hon).
410 PROD: 1. Robbie Adams (Yam); 2. Mike Sullivan (Yam); 3. David Roosevelt (Yam).
OPEN CAFE: 1. Randy Skiver (Suz); 2. Keith Pinkstaff (Suz); 3. Pat Mariancci (Hon).
860 CAFE: 1. Mark Hislop (Hon); 2. Dave Wilson (Hon); 3. John Westphalen (Tri).
600 CAFE: 1. Daryl Hussey (Yam); 2. Pierce Buck (Yam); 3. Steve Haug (Hon).
OPEN SINGLE: 1. Lee Cochran (Yam); 2. Steve Haug (Hon); 3. Dale Zlock (Mon).
OPEN GP: 1. Mike Spencer (Hon); 2. Steve Biganski (Yam); 3. Randy Skiver (Suz).
125 GP: 1. Scott Moon (Hon); 2. Tod Dressel (Hon); 3. Monte Phoenix (Hon).
SUPERBIKE: 1. Ray Baker (Kaw); 2. Grant Turner (Suz).
250 GP CHALLENGE: 1. Fred Merkel (Yam); 2. Bruce Lind (Yam); 3. Steve Biganski (Yam).

Kuest, Sun wrap up Yamaha Gold Cup Series titles

By Suanne Light

WASHOUGAL, WA, AUG. 2

With the end of the long grueling Yamaha Perpetual Gold Cup MX Series goes the award ceremonies. The awards were given out at Washougal MX Park just 30 minutes after Brox Glover crossed the finish line in his 500cc moto for a 1-1 overall win.

Ron Sun clinched the 250cc and Open Pro class titles while Washington's Gary Kuest (Airway Heights Yam) took the 125cc class. Two weeks ago, we reported that Jim Anderson (Yam support) had taken the 125cc class, but a second moto DNF at Thurston ORV Park handed the title over to Kuest. Second went to Brett Tremblay, who also resides in Washington. He had top five rides throughout the series, winning the final moto at Thurston.

For Anderson, it was a disappointing way to finish, but this young rider is the one to watch in the near future. Anderson finished third in the series and looked very impressive in the 125cc class at Washougal's National.

It was no surprise that Sun snagged both the 250 and Open titles with impressive moto wins and consistent riding. Sun had a comfortable points margin over Robb Manning (Bellevue Suz) in the 250cc Pro class, 215 to 176, and again in Open over Washington rider John Christian, 177 to 135. Payoff per class to overall series top riders was $2,551 in 125cc Pro, $2,122 in 250cc Pro and Open Pro was $1,326 which was a nice gift from Yamaha's race program.

Results

125 PRO: 1. Gary Kuest (Yam) 176 pts; 2. Brett Tremblay (Suz) 170 pts; 3. Jim Anderson (Yam) 164 pts; 4. Jeff Cropper (Suz) 154 pts; 5. Eric Hall (Yam) 151 pts; 6. Robb Manning (Suz) 146 pts; 7. Don Gores (Yam) 108 pts; 8. Stacey Thornton (Kaw/Suz) 78; 9. Cory Klaudt (Yam) 78; 10. Wesley Clark (Suz) 21.
250 PRO: 1. Ron Sun (Hon) 215; 2. Robb Manning (Suz) 176; 3. Kevin Jansen (Kaw) 148; 4. Warren Hickman (Yam) 130; 5. Bob Buffaloe (Yam) 121; 6. Gary Kuest (Yam) 118; 7. John Christian (Yam) 94; 8. Jim Anderson (Yam) 94; 9. Ed Hickman (Yam) 63.
OPEN PRO: 1. Ron Sun (Hon) 177 pts; 2. John Christian (Yam) 135 pts; 3. Tom Poage (Yam) 97 pts; 4. Tom Moen (Yam) 91 pts; 5. Monty Mitchell (Mai) 89; 6. Mitchell Kirpatrick (Hus) 63 pts; 7. Kelly Almquist (Hus) 60 pts; 8. David Shephard (Yam) 50 pts; 9. Mark Envolson (Mai) 48 pts.

Magoo returns to Marysville MX

By S. Ellis

MARYSVILLE, CA, JULY 26

Danny "Magoo" Chandler returned to action at Marysville's "E" Street track today and took two first place finishes and the first overall in the 125cc Pro class. Scott Rebuck took second with Rodney Smith close in third. Brad Harrison held out Robbie Hadlock for the fourth and fifth place positions.

Marysville's Dave Coupe holeshotted the 33 rider field in the first moto of the 250cc Pro class. Rodney Smith took the second position, Jim Ellis third and Jerome Heiberger fourth. While Coupe stretched his lead, Danny Chandler was mid-pack and moving up fast. By the end of the moto, Coupe held first with Chandler and Smith rounding up second and third.

The second moto saw Coupe with another holeshot followed closely by Ellis and Heiberger. Heiberger soon took the second, Ellis fading with a flat front tire. Dave Wood took third while Magoo was moving up. By the end of the moto, Chandler passed everyone to take first with Coupe second, Heiberger third, Wood fourth.

For the first moto in the Open Pro class, Allen Berluti got the holeshot but was overtaken by Coupe. With Berluti down in the back section, Coupe and Randy Losh fought for the first place position while Jim Ellis rounded off third. At the end of moto one, Losh took the win with Coupe second, Wood third.

Second moto, Wood got the holeshot with Coupe in second. Coupe took over the lead in the back section while Losh and Ellis worked up to second and third. There was a close race between the first three when Losh and Coupe developed bike troubles, leaving Ellis with first, Berluti second and Dean Shultz in third.

Results

MINI NOV: 1. Marty Couper; 2. Jason Knoles; 3. Fred Winter.
MINI JR: 1. Fred Wilder; 2. Tim Baxter.
MINI EX: 1. Bobby Moore.
OT EX: 1. Bill McClinton; 2. Jack Coulombe.
OT EX: 1. Wes Kautzman; 2. Wes Bradwell.
OT NOV: 1. Ralph Thomure; 2. Joe Moreri.
VET EX: 1. Steve Ferroni; 2. Reggie Murl; 3. Buzz Presser.
VET JR: 1. Bernie Franza; 2. Chuck Perrirs; 3. Kevin Moore.
VET NOV: 1. Bob Delre; 2. Leroy Frandarel; 3. William Langley.
WOMEN'S NOV: 1. Kelly Grother; 2. Ida Thompson.
WOMEN'S JR: 1. Shirley Smith.
WOMEN'S EX: 1. Jeanie Morgan.
100 NOV: 1. George Golling.
100 JR: 1. Rob Foresberg.
125 EX: 1. Danny Chandler; 2. Scott Rebuck; 3. Rodney Smith.
125 JR: 1. Greg Michale; 2. Rod Williams; 3. Scott Dorman.
125 NOV DIV 1: 1. Barry Larson; 2. Bill Led; 3. Rod Ernst.
125 NOV DIV 2: 1. Mike Torres; 2. Steve Panovich; 3. Mark Christman.
250 EX: 1. Danny Chandler; 2. Dave Coupe; 3. Jerome Heiberger.
250 JR: 1. Bill Fernando; 2. Eric Conrad; 3. Scott Ferdary.
250 NOV DIV 1: 1. John Darth; 2. Chip VanderForis; 3. Larry Delson.
250 NOV DIV 2: 1. Chuck Baxter; 2. Beau Hibdan; 3. Paul Johnson.
OPEN EX: 1. Jim Ellis; 2. Allen Berluti; 3. Dave Coupe.
OPEN JR: 1. Bob Sutliff; 2. Jim Domennhihi; 3. Bruce Logan.

Michlitsch and Davis pay their dues at Clarks Branch MX

By Delbert Longbrake

ROSEBURG, OR, JULY 25

Team Green support rider Tim Michlitsch and Yamhill Yamaha rider Roy Davis were the riders to beat at the Clarks Branch MX. But both had to pay their dues before finally settling down to some fast riding.

First, Davis crashed in the first 125cc Pro moto, knocking loose his booster canister. Roy had led nearly every lap but the last one. On that lap, his canister fell off seizing his scoot. He made up for this by fixing his Yamaha for the second moto and winning. He then placed 1-2 in the 250cc Pro class for first overall.

Michlitsch also had problems in the first motos, falling several times for no apparent reason. Later it was discovered that his forks had pumped up considerably. After adjustments were made by wrench Bob Cicerchi, Tim went out and won the second 250cc Pro moto easily.

Because of scheduling problems, the Clarks Branch motocross club decided to run several races on Saturday. And when the 116 riders showed up at the track, they found the course watered and disked as usual.

Michlitsch was the only Open Pro rider present so he was put in with the 125c. When the gate fell, Tim easily outpowered the smaller machines to the first turn. Kent Egli, Roy Davis and Rick Smith followed.

Davis was soon side by side with Egli and going for first. But he was in a bit of a hurry to get by, and while in the air over a jump, his bike went sideways throwing him on the ground, really ringing his bell. For a minute or two, Roy was shaking his head trying to clear things up. Finally, he stopped seeing double and started making up lost ground. He first passed Smith, then Egli. But it was on the last half a lap that his canister, which had been knocked loose by the crash, finally broke off, putting Roy out of the race. Smith had ridden his usual consistent race and had gotten around Egli for the win.

Michlitsch was up and down all through the moto, and he looked over to his mechanic as if to say, "What am I doing wrong?" His mechanic had no answer.

In the second moto, Michlitsch settled down and was in front of the 125s throughout the race. Davis had gotten his Yamaha fixed and easily beat the other 125s, but was far behind Tim. Egli and Smith placed second and third.

In the first 250cc moto, Tim was again having problems staying on two wheels. First of all he stalled his machine; next he ran off the track, but the clincher was when he fell while going in a straight line while the bike was straight up and down. The front end just went away, flopping Tim onto the ground. Tim retired to the pits.

Davis, on the other hand, was having a good time with a big lead at the finish flag. Placing second was Rod Huffman with Rick Bault getting third.

Tim's forks weren't pumped up anymore for the second moto, but Tim sure was. He was ready to win, and he pulled the holeshot and led the entire moto. Davis pulled into second which is where he stayed for the remainder of the moto. A battle for third was taking place between Carey Lund and Rod Huffman with Huffman getting the flag just ahead of Carey.

It was 100% payback day for the Old Timer class, and there were 16 Old Timers present. The first moto was won by Eugene rider Frank Daily. Fred Pariani devastated the class in the second moto taking an easy win aboard his KTM. Daily placed second which was good for the overall.

Not riding but present and accounted for was Old Timer member, Elmer

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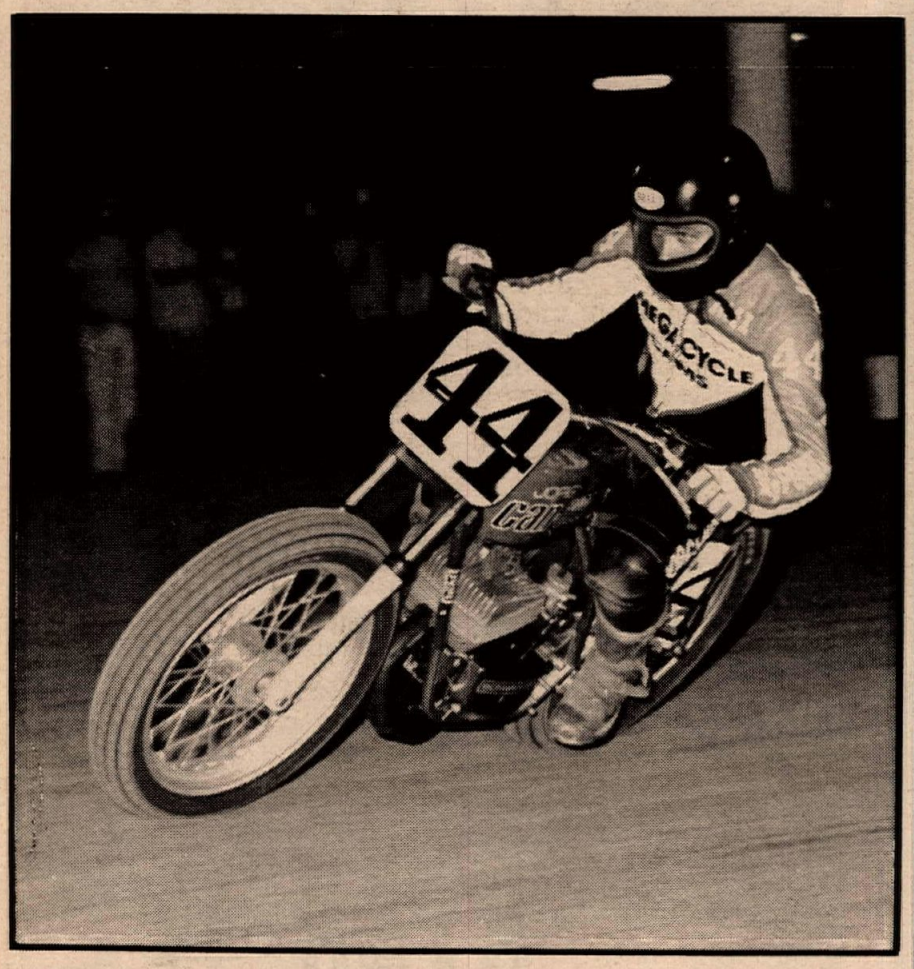

Alex Jorgensen wasn't think about Cycle News when he rode to victory last Friday night. But we sure were thinking about him!

It's our job to know what happened at his race, put it into writing, photograph him in action, then get it all typeset, developed, halftoned, pasted-up, printed and into the U.S. Mail by Tuesday morning.

Guess you could say we run a race of our own. Our green flag is the checkered flag at all the major (and many of the local) racing events in the U.S. And abroad. While the champagne mist still hangs over victory circle, we take it to the max to bring you the best in motorcyling news. First. That's important to us. And it's important to you, to know what's happening in the world of motorcycling now, not sometime down the line.

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NORTHERN DATELINE

Riemer. Elmer had broken his leg earlier in the year and was still on crutches, but he was watching his fellow Old Timers race. Elmer has a brand new Suzuki, which he has only ridden once, waiting for him when he recuperates, so he is anxious to ride.

Results

125 PRO: 1. Kent Egli (Suz); 2. Rick Smith (Yam); 3. Roy Davis (Yam).
250 PRO: 1. Roy Davis (Yam); 2. Rod Huffman (Suz); 3. Carey Lund (Yam).
OPEN PRO: 1. Tim Michlitsch (Kaw).
PEE WEE JR: 1. Jason Jansen (Suz); 2. Ryan Huffman (Yam); 3. Joe Depew.
PEE WEE INT: 1. Jeff Daily (Yam); 2. Darren Davis (Yam); 3. Monty Spalding (Yam).
MINI BEG: 1. Brad Cox (Kaw); 2. Billy Glenn (Kaw); 3. Marc Hanaker (Kaw).
MINI JR: 1. Jeff Daily (Yam); 2. Mike Crowell (Kaw); 3. Joel Sitts (Suz).
MINI INT: 1. Anthony Valenzuela (Yam); 2. Curtis Cunningham (Yam); 3. Matt Ramey (Yam).
MINI EX: 1. Don Church (Yam).
100 JR: 1. Kevin Griffeth (Yam); 2. Todd Krunk (Kaw).
100 INT: 1. Dennis Rotherham (Yam); 2. Kevin Maillard (Suz); 3. Becky Roberts (Suz).
125 JR: 1. Mark Wattman (Hon); 2. John White (Yam); 3. Mike Harwood (Yam).
125 INT: 1. Dwayne Taylor (Yam); 2. Dennis Pool (Suz); 3. Brad Johnson (Yam).
250 JR: 1. Dennis Mendenhall (Hon).
250 INT: 1. Dan Stoneburg (Yam); 2. Vic Lilya (KTM); 3. Wes Roberts (Hon).
OPEN JR: 1. Davis Beck (Yam); 2. Jeff Mayer (Mai); 3. Fred Pariani (KTM).
OPEN INT: 1. Guy Toedemeier (Yam); 2. Jim Jones (KTM); 3. Greg Wiley (Suz).
OT: 1. Frank Daily (Yam); 2. Wayne Longworth (Suz); 3. Jeff Hensler (Yam).

Cantaloupi captures CMC Riverfront MX

By Mike Klinger

MARYSVILLE, CA, JULY 26

The Continental Motosport Club ventured north and hosted a real big deal at Marysville's Riverfront track in northern California. Double points were awarded to the professional riders, and three-foot trophies went to the sportsman winners. To top it all off, Hi-Point gave away oil products to all the sportsman winners. The entire day turned out to be a big deal; perfect weather and an outstanding track plagued the southern California riders as the northern hosts took the victory circle.

Factory Yamaha rider and northern California mainstay Donnie Cantaloupi showed the crowd and the riders who is best. In the 125cc Pro class, Cantaloupi won both motos wire to wire with Roost Factory Suzuki rider Rick Maki putting constant pressure on the fleeing Yamaha rider. Maki took the drive up to Marysville to collect some very precious points in his bid for number one in the 125cc Pro class, being only a couple points shy of current leader Robbie Nolin. Dave Hamada (Suz) traveled from Gardena, and he also picked up some badly needed points with a third overall behind Maki and Cantaloupi. Donnie's brother Cory finished 6-4 for fourth overall.

Tim Lunde (Yam), current points leader in the 250cc Pro class, added to his lead over Maico-mounted Scott Johnson by winning the 250cc class with two second-place finishes. Cantaloupi won moto one but had problems in moto two with Shawn McCorm (Yam) of Mountain View taking the moto win. McCorm finished second to Lunde in the overall standings with Johnson's 3-3 taking the third place prize monies. Johnson also won Open Pro, a combined class run with the 125cc Pros.

Keith Fox (Yam) won the largest class of the day, the 125cc Juniors. Fox won both motos as he outlasted 15 other frantic riders. The track was in excellent condition with a great deal of whoops and sand that presented some real obstacles for the 125s. Bill Earle (Suz) finished right behind Fox in both motos with Raymond Freitos (Suz) making up the top three.

After the races, a majority of the riders plunged into the nearby river for a cool and relaxing swim. After the day was done and everyone had *cooled off*, it was just another first class CMC event.

Results

MINI STOCK 9-11 JR: 1. M. Pascarella (Yam); 2. J. Wooten (Yam).
MINI STOCK 9-11 INT: 1. S. Wooton (Kaw); 2. T. Vohland (Yam).
MINI STOCK 12-16 JR: 1. M. Arnold (Yam).
MINI STOCK 12-16 INT: 1. T. Seidel (Kaw); 2. J. Mackenroth (Yam).
MINI STOCK 12-16 EX: 1. T. Vohland (Yam); 2. E. Liddell (Yam).
MINI MOD 9-11 JR: 1. M. Pascarella (Yam); 2. T. Pipes (Suz).
MINI MOD 9-11 INT: 1. T. Vohland (Yam); 2. S. Wooton (Kaw).
MINI MOD 12-16 INT: 1. J. Mackenrtoh (Yam); 2. T. Seidel (Kaw); 3. T. Donaldson (Yam).
MINI MOD 12-16 EX: 1. T. Vohland (Yam); 2. E. Liddell (Yam).
60 JR: 1. M. Pascarella (Yam); 2. R. Pascarella (Yam); 3. S. MacDonald (Yam).
125 JR: 1. K. Fox (Yam); 2. B. Earle (Suz); 3. R. Freitos (Suz).
250 JR: 1. E. Sims (KTM); 2. B. Roberts (Hus).
OPEN JR: 1. K. Gillies (Yam); 2. W. Snodgrass (Hon); 3. R. Gould (Suz).
250 INT: 1. T. Richards (Suz); 2. F. Blake.
VETS JR: 1. W. Glenn (Mai); 2. S. Hart (Yam); 3. R. Ross (Yam).
VETS INT: 1. S. McIntosh (Mug); 2. J. Auvinen (Suz).
MASTERS: 1. F. Strunck (Mai).
125 INT: 1. G. Zetterquist; 2. C. LaForm (Suz); 3. J. McGuire (Suz).
125 PRO: 1. D. Cantaloupi (Yam); 2. R. Maki (Suz); 3. D. Hamada (Suz).
250 PRO: 1. T. Lunde (Yam); 2. S. McCorm (Yam); 3. S. Johnson (Mai).
OPEN PRO: 1. S. Johnson (Mai).

Diesso runs away at SIR night MX

By Suanne Light

KENT, WA, JULY 24

Seattle International Raceway's MX program was loaded with 17 races tonight, making for some of the best action yet at SIR. The Pro turnout was somewhat slim due to the Gold Cup on Sunday, but as usual, the Amateurs showed up in hordes.

The largest class all season has been the 125cc C class. At 30 riders strong, the stage was set for some good racing. Mike Wickham (Suz) took command of the first moto with Darren Criss (Suz) and Steve Ott (Suz) following. It seemed it would be another top five Suzuki sweep, until Ray Collins put his Honda into fourth. These four banged bars all moto until Wickham took control in the late going for the win over Criss, Ott, Collins and Eric Lundquist (Yam).

Moto two had Lundquist first into turn one followed by Wickham, Criss and Kevin Morrison (Hon). These four played follow the leader until the halfway point when Lundquist shook off the pressuring trio and took the win. Overall, it went Wickham (1-2) and Lundquist (5-1). That was only the beginning of the action as the 125cc Pros were on the line and were ready to do battle.

Moto one had Danny Diesso (Burien Suz) take the lead with Doug Taylor (Suz), Ted Johnson (Suz) and Wes Clark (Suz) following. Diesso began to disappear while a Taylor/Johnson/Clark dice began to form for second. Further back in the pack was another dice consisting of Ray Weaver (Suz) and Scott Tyler (Yam). Tyler got off to a bad start and was having troubles getting by Weaver on his Floater. Diesso was all alone out front until Taylor got away for a secure second and was beginning to close in, but time ran out as Diesso took the win with Taylor second, Johnson third, Clark fourth and Weaver fifth.

Moto two had Diesso first into the corner with Tyler hot on his tail. These two provided the real action throughout the moto as they swapped positions until Diesso took command at the midway point when Tyler could do no more than try and steal the lead. Taylor was now in third, holding off advances from Clark and Weaver, which he did, although he didn't have enough time to reel in Tyler. Diesso took the win with Tyler second, Taylor third, Clark fourth and Weaver fifth. Pro overall had it Diesso (1-1), Taylor (2-3) and Tyler (6-2).

Another excellent race was that of the Open Pro/Open A/250cc A combined clash. Pro Steve Miller (Yam) was the early leader with Mike Mohrbacher (Hus), John Clayton (Yam, Open A) and Todd Paulsen (Suz, 250cc A) following. Miller was running away with the moto while Mohrbacher was left to fend off Clayton, Paulsen, Mike Kenyon (Yam, Open A) and 250cc A riders Gard Hollinger (Mai) and Verl Hamilton (C-A). Miller took the Pro win while Clayton took the Open A win, and Paulen took the 250cc portion.

Moto two was another Miller runaway; Mohrbacher had to settle for second, putting in a good ride, but couldn't close the gap. Clayton took another win for a 1-1 Open A overall with Hollinger taking the 250 A win for the overall with his 2-1 over Paulson's 1-2.

Results

PEE WEE 50: 1. Tara Harrison (Suz); 2. Tommy Judge (Yam); 3. Natalie Brewer (Yam).
PEE WEE 60 A EX: 1. Derek Hanson (Yam).
PEE WEE 60 B: 1. Aaron Fitzpatrick (Yam); 2. Casey Jones; 3. Steve Dukes.
PEE WEE 60 C: 1. Mark Stevenson; 2. James Casad; 3. Damian Jarger (Suz).
MINI A EX: 1. Larry Ward (Kaw).
100 A EX: 1. David Froembling (Suz).
MINI B: 1. Lee Johnson (Yam); 2. Lance Small (Yam); 3. Rick Kelley (Yam).
MINI C: 1. Andrew Bowen (Yam); 2. Brian Robinson (Hon); 3. Rodney Kaiser (Yam).
100 B: 1. Lonn Inman (Yam); 2. Larin Inman (Yam); 3. Peter Treadwell (Suz).
100 C: 1. Lee Johnson (Yam); 2. Joe Criss (Suz); 3. Steve Vodopich.
125 PRO: 1. Danny Diesso (Suz); 2. Doug Taylor (Suz); 3. Scott Tyler (Yam).
125 A EX: 1. Jeff Chapman (Suz); 2. Roland Schaff (Suz); 3. Scott Wichert (Suz).
125 B: 1. Paul Grazioli (Yam); 2. David Froembling (Suz); 3. Jim McMann (Suz).
125 C: 1. Mike Wickham (Suz); 2. Darren Criss (Suz); 3. Eric Lundquist (Yam).
250 A EX: 1. Gard Hollinger (Mai); 2. Todd Paulson (Suz); 3. Verl Hamilton (C-A).
250 B: 1. Charles Marrs (Suz); 2. Matt Grunke (Hon); 3. Garry Roestel (Hus).
250 C: 1. Gregory Sickle (Suz); 2. Don Ryan (Yam); 3. Ted Abernathy (Hon).
OPEN PRO: 1. Steve Miller (Yam); 2. Mike Mohrbacher (Hus); 3. Richard Earle (Hon).
OPEN A EX: 1. John Clayton (Yam); 2. Michael Keynon (Yam).
OPEN B: 1. Rick Kelley (Suz); 2. Tim Birk (Suz); 3. Bob Wilson (C-A).
OPEN C: 1. Chris Campbell (Yam); 2. John Collum (Yam); 3. Jay Whitaker (Suz).
OTH A EX: 1. Rick Kelley (Suz).
OTH B: 1. Garry Roestel (Hus); 2. Will Hansen (Yam).

Kawasaki night at PIR

By Jan Newman

PORTLAND, OR, JULY 23

Tonight was dubbed Kawasaki night at Portland International Raceway. A large area was set aside in the pits for Kawasaki riders making it a sea of green bikes and gear. There may also have been some green complexions before the night was over in the area set aside for a BBQ and suds for the area dealers.

The refreshments were provided by Kawasaki Motors and the local reps for the people from Beaverton Motorcycles, Columbia Motorcycles, Country Yam-Kawasaki, Cycle Country and Taylor Hon-Kawasaki. These guys donated a mountain of gifts which went to the Kawasaki riders. Names were drawn throughout the evening for leathers, jerseys, helmets and all kinds of really neat free stuff.

There were a number of spectators who did not quite understand what was going on during the racing, but they sure knew that Doug Domokos was doing something special when he performed his show. He went around the track on the rear wheel waving with one hand for the crowd of kids following him to come along. One wheel, one foot and one hand. Then he wowed everyone by riding over a car — both directions — on the rear wheel. Amazing guy.

There was hot racing, too, and the double points awarded for the night helped several riders pad their lead in their quest for winning the summer series. Any class winner on a Kawasaki will earn a free 1982 Kawasaki of the same size he wins on.

Tim Michlitsch (Kaw) fattened his lead in Open Pro. He had to overtake Ron Sun (Hon) in both motos, and Ron hung on like a leech both times.

Both Sun and Michlitsch were back to battle in the 250cc Pros. The first moto looked like more of the same as Michlitsch led from the gate to the flag with Sun trailing right along.

Michlitsch hit a snag in the second moto and was three laps down by the time he restarted. Barney Newman (Suz) led the first half until he and Kevin Jansen (Kaw) went into a sharp turn and Newman ended up in the weeds. The puffs of smoke emanating from Newman's helmet led one to believe he was not happy with the pass. Sun took the lead two laps later for the overall win.

Ted Holt (Suz) took two wins in 125cc Pro. Rowdy Blasdell (Suz) missed the first turn in the first race but came back to take the number two spot.

Rick Wylder (Kaw) saw his Open Intermediate lead grow as he took two wins. Stan Lund (Kaw) put together a 4-2 record for second.

The 125cc Intermediate series has really been tight. Jess Dirks (Suz) gained a little on second place Darrin Currier (Kaw) with a win tonight. Darrin was as close as he could get in second. Randy Jungwirth (Kaw) is third in the series and not out of it in spite of a broken foot layoff from which he has just returned. Since both Currier and Jungwirth stand a chance to win a motorcycle by winning the series, and Dirks can only pick up a trophy, maybe it's time for a little polite bribery to get Dirks to join a Thursday night bowling league. ●

Results

PEE WEE JR: 1. Denny Kispaugh (Yam); 2. Richie Abrams (Yam); 3. Travis Whitaker (Yam).
PEE WEE EX: 1. Grant Bergstrom (Yam); 2. Britt Woodring (Yam).
MINI JR: 1. Mike Crowell (Kaw); 2. Dell Smith (Yam); 3. Mike Bell (Kaw).
MINI INT: 1. Jeff Miles (Yam); 2. Jim Sawtell (Yam); 3. Corey Evans (Yam).
100 JR: 1. Craig Clark (Yam); 2. Dave Carlile (Yam); 3. Brian Reiter (Yam).
100 INT: 1. David Froembling (Suz); 2. Steve Hiersche (Yam); 3. Bob Korock (Suz).
125 JR DIV 1: 1. Pat Demarinis (Suz); 2. Pat Horvath (Hon); 3. Mike Lee (Yam).
125 JR DIV 2: 1. Rob Williams (Suz); 2. Dave Carlile (Yam); 3. Eric Winters (Yam).
125 INT: 1. Jess Dirks (Suz); 2. Darrin Currier (Kaw); 3. David Froembling (Suz).
125 PRO: 1. Ted Holt (Suz); 2. Rowdy Blasdell (Suz); 3. Ron Vandehey (Suz).
250 JR DIV 1: 1. Kyle Hall (Yam); 2. Lennie Hawkins (Yam); 3. Mark Bell (Hon).
250 JR DIV 2: 1. Mike Jolma (Yam); 2. Steve Horsley (Yam); 3. Steve Ferrell (Suz).
250 INT: 1. Kirk Giggers (Hon); 2. Bob Plympton (Suz); 3. Eric Lindy (Yam).
250 PRO: 1. Ron Sun (Hon); 2. Kevin Jansen (Kaw); 3. Reid Goldmann (Hon).
OPEN JR: 1. Gregg Zander (Yam); 2. Jeff Younce (Yam); 3. Parry Lawson (Yam).
OPEN INT: 1. Rick Wylder (Kaw); 2. Stan Lund (Kaw); 3. Mike Perry (Yam).
OPEN PRO: 1. Tim Michlitsch (Kaw); 2. Ron Sun (Hon); 3. Arne Hettman (Hon).
OTH: 1. Gary Bonds (Hon); 2. Mike Perry (Yam); 3. Larry Sause (Hon).
OT: 1. Vern McCall (Yam); 2. John Semmler (Yam); 3. Jerry Hiersche (Kaw).

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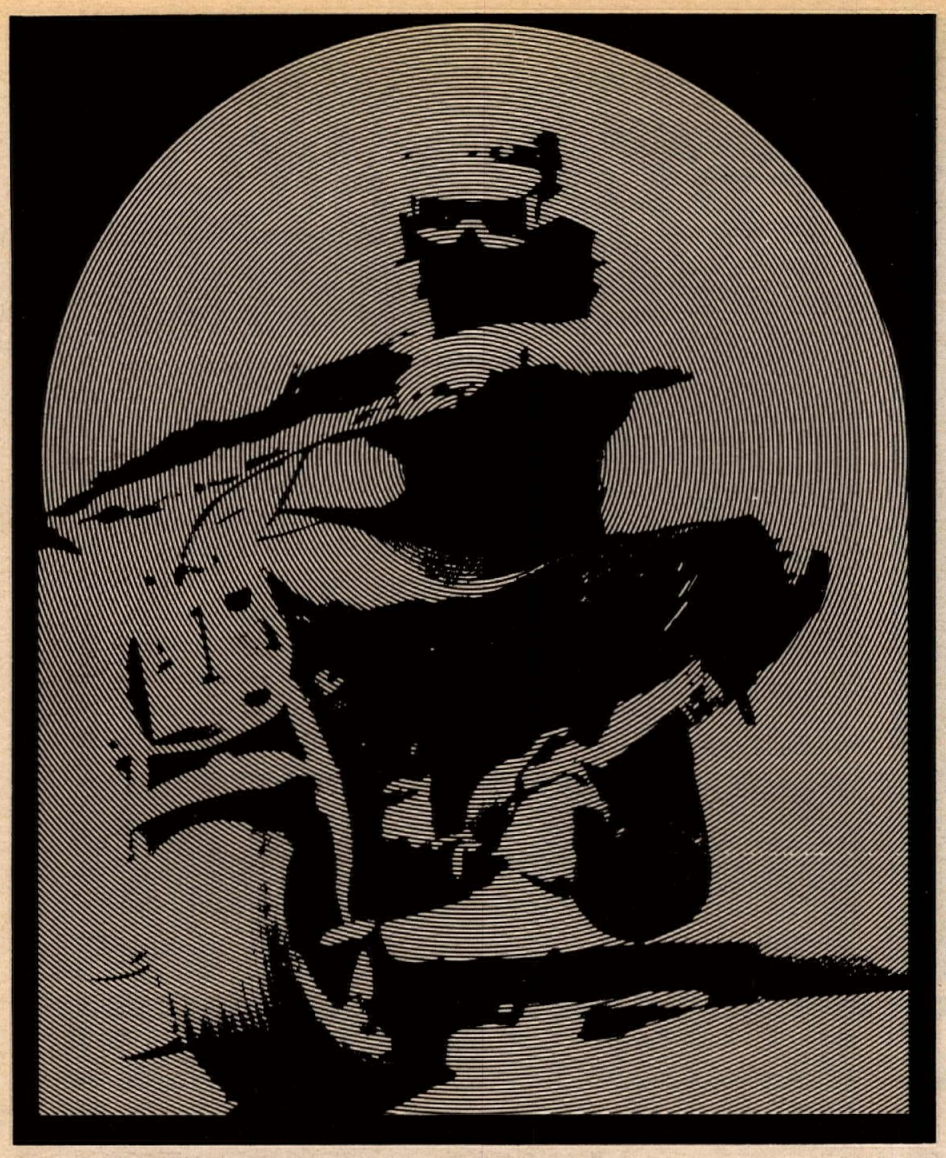

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Central Pipeline

Aquafest inundates Austin

By Tony Bell

AUSTIN, TX, AUG. 2

As sure as the sun shines in August, the Aqua Festival road races thundered into the record books on this very hot Sunday afternoon. Record books for a change. All the previous years, this has been a no-points race. Finally the dread AMA has decided to make the event a points race. This is good as it should attract more talent to further intensify the competition.

For those foreigners who are not familiar with the Austin Aqua Festival, a bit of explanation: This city takes the month of August and converts all available spare time into one continuous party. Dozens of events are scheduled — races, parades, cat shows, street dances, more races, more parades, art shows, flower shows, air shows, and goodness knows what else for a whole month. The common denominator is cold beer. Cases, mountains of it. Budweiser stock probably goes up at least 20 points.

The race itself is rather unique. It's all done on city streets right in the shadow of the American Bank Tower. The city folks string about five miles of temporary chain link fence, throw up hay bales where needed, and drop orange ticket booths at the respective entry gates.

The course starts on a long straight down Riverside Drive, right next to Town Lake. A quick braking shot and then a left around the livestock barn and through the back parking lots of the City Auditorium. There is a tricky S-curve across a street which traps many an unsuspecting asphalt rash volunteer. The back side of the course is composed of a tight sweeper followed by a giant high-speed, left peg-dragging swooper. Hook another left and it's back to the Riverside straight. Takes a fast scoot less than a minute.

August in Austin is, by definition, hot! This race day was blessed with light cloud cover and a very pleasant breeze. There were multitudes of eye-bulging young ladies in an array of scant that probably should be against the law. Situation: controlled nudity.

As the boys over under the pecan trees opened their third case, the first races got underway. The first five 10-lappers were Stock Production. Sometimes not too exciting, they were hotly contested anyway. The best show was put on by Dallasite Paul "Hog Man" Stephenson who was uncatchable in the Open Production class. He snagged the lead from go and headed west. No one could even get close to him. He seems to know only one finishing position — first.

The Cafe races were their entertainment as the boys under the pecan trees drug out the fifth case. Again, the Open class provided the thrill show. A fellow from Mexico City named Oscar Castellanos charged hard on a Honda and held the lead for a while but finally succumbed to a bevy of extremely fast Ducatis. Winner: David Parsons on a blue Duck.

The 125cc GP race was highlighted not by the winner, Russel Powers on a 125 Suzuki, but a tiny kid on a minibike. This kid, Scott Kelly, was not more than a foot-and-a-half tall, and his bike was even smaller. Even though not very fast, he tried hard. The crowd went nuts, screaming, yelling and applauding. The mini racer was definitely the favorite, and he finished the race with a traditional raised fist. Hip, hip, hooray!

A touch of madness is probably the prime prerequisite for competition in this event. When it comes to madness, wild man Jack Hicks has the market cornered. He actually raced in the Open GP class with a broken foot. Being wise and cautious, he duct taped his fiberglass cast to make it look like a boot, almost. For shifting purposes, a rock was taped to the toe of his cast. The very best!

The final event of the day was the Open GP race. The "Hog Man" came back on a screaming Kawasaki, pursued hotly by "Wild Man" Hicks on a 465 Yamaha YZ. The Wild Man tried and tried but couldn't get around the Hog Man. Hog over Wild.

An amazing sight was the ranks of trophies on the porch of the Chamber of Commerce building. Seventy in all. The dust cleared as the boys under the pecan trees collected all their coolers and fumbled for their car keys. Time to get ready for the next event — the Cat Show. Who knows, maybe Willie Nelson will show up.

Results

250 STOCK: 1. Craig Kitterman; 2. Barry Slaughter; 3. Mark Toth.

380 STOCK: 1. Joe Bauns; 2. Willard Kelley; 3. Rusty Dorn.

600 STOCK: 1. Tim McGuire; 2. Terry McDonald; 3. Glenn Heintschel.

750 STOCK: 1. Matt Maschmann; 2. Bob Retoff; 3. John W. Sealy.

OPEN STOCK: 1. Paul Stephenson; 2. Greg Bauer; 3. Trent Kirchner.

250 CAFE: 1. Chris Fox; 2. Richard Smith; 3. Tim Bearden.

380 CAFE: 1. George Wallace; 2. William Syfan; 3. David Donaho.

600 CAFE: 1. John Pike; 2. Brian Gantt; 3. Chet Perkins.

750 CAFE: 1. Joe Patton; 2. Gary Gates; 3. Jeff Davis.

OPEN CAFE: 1. David Parson; 2. Oscar Castellanos; 3. Max Brown.

125/250 GRAND PRIX: 1. Russell Powers; 2. John Mullins; 3. Kenneth Morgan.

250/500 GP: 1. George Walalce; 2. Rick Blackwell; 3. John Snely.

500/750 GP: 1. David Bearden; 2. Berry Garner; 3. Kevin Horton.

OPEN GP: 1. Paul Stephenson; 2. Jack Hicks; 3. Benny Del Monico.

Stafford, Schwartz score at Austin MX

By Charlie Wiese

AUSTIN, TX, JULY 26

When the gate drops, the BS stops, and when the day's racing had ended the only BS heard was over the PA system. Yes, Tommy Connors' latest AMA promotion was a definite success as riders from several states bent it back on the well prepped circuit in Austin. Expert efforts were definitely numerous; however, there were only two overall winners — "Scootin' Scooter" Stafford, who took overalls in 125 and 250cc action, and Kevin Schwartz (Yam), who moved to the head of the class in Open Expert competition. All in all, it was a super day of racing.

Super efforts began early as magic was performed by the mini sized men in minicycle competition. In the two Micro Mini classes Martin Vaughn (Yam) and Cody Marek (Yam) manhandled their minicycles through two tough motos for overall wins in 50 and 60cc classes. Mini Junior efforts were dominated by the "Ragin' Cajun" Shane LeBlanc (Yam), who was flawless all day. Dusty Jenkins (Yam) downed the big guns by taking the overall win in Mini Senior action ahead of "Dashin' Danny" Storebeck (Yam) and "Racin' Jason" Upshaw (Kaw), who put the green meanie in the fast lane of the class with a super effort. Mini Stock racing action was filled with Rose Rich Yamaha's Stacey Marek piloting his

Yamaha supported YZ to consecutive wins with a pair of super efforts.

Expert action was more than entertaining; as 125cc Pro riders prepared themselves for battle, anticipation filled the air. With hardly enough time for the spectators to pick favorites, the race was heading for the climax. Just three laps into round one, disaster struck as early leader "Come Back" Kyle Landrum (Suz) took a nose dive in a bowl turn taking "Flyin' Bryan" Taylor (Suz) and "Too Tough" Tim Butler (Yam) with him. As the group of three remounted, eventual winner "Scootin' Scooter" Stafford (Suz) made the best of a bad situation by "Full Floating" his way to the round one victory ahead of "Magic" Mike Clements (Suz) and "The Killer," Carroll Richardson (Yam). As round one ended Stafford was in command, Clements was cool in second, and Richardson was elated in third as Landrum remounted for fourth.

Round two was a horse of a different color as Taylor put on a brilliant performance for a well deserved win as Landrum held on for second. Stafford cruised home in third as Richardson finished fourth. Overall it was Stafford, Taylor, Landrum and Richardson.

In 250cc Expert action, Stafford continued his winning ways with a brilliant 2-1 effort. In round one, Taylor put together another powerful performance as he sped to an easy victory. Taylor was awesome all day; however, a soil sample and twisted knee in round two put an end to his chances at the overall. Taylor went down while leading, and it dropped him from the front-runners in the overall column. Stafford was quick, consistent and able as he took advantage of Taylor's misfortune. Willie Phee (Hus) also moved up the ladder for second ahead of third-place finisher John Ham (Suz) who "Full Floated" his way to third in each action-filled sound of racing. Overall, it as a score keeper's nightmare with Stafford, Phee, Ham, Scott Davis (Yam) and Mark Short (Yam) filling out the top five finishing positions in the overall column.

Wrapping up the race program on a super day of racing were the Open Experts. San Antonio's David "The Stud" Stutts (Yam) piloted his Yamaha support big bore YZ to the round one victory only to suffer mechanical woes in round two. Hanging tough in each moto and finishing with a pair of seconds was eventual winner "Houstonian" Kevin Schwartz (Yam). Schwartz's pace was steady as well as crowd pleasing, with a come-from-behind effort in round one and a consistent performance in round two. Schwartz was definitely up to the challenge.

Second round winner, Maico Magnum-mounted Russell Miksch, filled in the second slot in the overall column after a Texas turf test in round one; Miksch performed perfectly in the tough second round. Curt Davidson (Yam) from Missouri filled in the third slot. Davidson thought that the motos were too short; however, by the day's end, 10 laps in 100° plus temperatures were all anyone wanted. The super Expert purse put a smile on the riders' faces who were fortunate enough to break into the top six places with the top portion of the Amateur riders qualifying for the next eliminator in the AMA's National Amateur Championship series.

Results

MICRO MINI 50: 1. Martin Vaughn (Yam).
MICRO MINI 60: 1. Cody Marek (Yam); 2. Brian Mercer (Yam); 3. Cliff Schmitt (Yam).
MINI STOCK: 1. Stacey Marek (Yam); 2. Danny Storebeck (Yam); 3. Shane LeBlanc (Yam).
MINI JR: 1. Shane LeBlanc (Yam); 2. Dale Storebeck (Yam); 3. Scott Chesser (Yam).
MINI SR: 1. Dustie Jenkins (Kaw); 2. Danny Storebeck (Yam); 3. Jason Upshaw (Kaw).
100 NOV: 1. Ken Fox (Yam); 2. Les Briscoe (Yam); 3. Terry Hoffman (Yam).
125 NOV: 1. Morris Troxell (Kaw); 2. Jeffery Vaughn (KTM); 3. Milam Akin (Yam).
250 NOV: 1. Jimmy Hill (Yam); 2. Chris Black (Yam); 3. Steven Haag (Suz).
OPEN NOV: 1. Terry Hutton (Suz); 2. Scott Crews (Mai); 3. John Balcom (Hus).
OVER 30: 1. David Ray (Kaw); 2. David Adams (Hus); 3. Steve Corlee (Mai).
125 INT: 1. Carl Beers (Suz); 2. John Stacey (Suz); 3. Eddy Coker (Suz).
125 EX: 1. Scooter Stafford (Suz); 2. Bryan Taylor (Suz); 3. Kyle Landrum (Suz).
25 INT: 1. Rob Leasure (Yam); 2. Daniel Smith (Hus); 3. Doug Leasure (Yam).
250 EX: 1. Scooter Stafford (Yam); 2. Willie Phee (Hus); 3. John Ham (Suz).
OPEN INT: 1. David Smith (KTM); 2. David Beckham (Hon).
OPEN EX: 1. Kevin Schwartz (Yam); 2. Russell Miksch (Mai); 3. Curt Davidson (Yam).

Dust flies at Juniper MX grand opening

By Boyd Bass

McALESTER, OK, JULY 26

Juniper MX Track opened today holding its first race which marks the return of motocross racing to the Pittsburg County area. It has taken a lot of work on the part of Dr. Walter Johnson and many others to put this together. The circuit is one mile in length with some jumps built up to offset the rather flat course. The starting line features a metal starting gate with a wide starting line; this funnels into a left-hand first turn about 300 yards from the start.

As practice got underway, it was obvious that dust would be a problem. A water truck was used both Saturday and Sunday, but 100° weather and already dry soil were too much. The first set of motos got underway on time with no problems. During the first and second set of motos, the track was watered again which helped.

Eight Expert riders showed up, and they were run in a combined class with 150% payback. Mike Patrick came out on top with David Newby on a Kawasaki second and Jim Davis third. Bobby Sanford finished fourth.

The Enduro class featured the largest field; you can run any size enduro bike or a three-year-old motocrosser. Boyd Bass gassed his KDX175 Kawasaki for both moto wins in front of Jim Vaughn on a KLX four-stroker Kawasaki. Third place went to Dave Roberts on a 125 Yamaha, fourth to Jeff Saneman on a KDX175.

In the 250cc Intermediates round, 15 riders were on hand. John Davis rode to a 1-2 finish for first on a 250cc KX Kawasaki. Wayne Roberts carded a second and Bruce Raybon a third. Many had picked Raybon as the man to beat in the race but a bad start in moto one prevented him from catching the front-runners after the dust cleared. He came back in the second moto to challenge Davis for the lead but could not get his Husky by.

Races are planned for the second and fourth Sundays of each month. For information, call McAlester Kawasaki at 918/426-4533. •

Results

PEE WEE MINI: 1. Robert Waltman; 2. Jeremy Thomas; 3. Buddy McKay.
JR MINI: 1. Tommy Allen; 2. Rich Perdue; 3. Darren Hensley.
ENDURO CLASS: 1. Boyd Bass; 2. Jim Vaughn; 3. Dave Roberts.
SR MINI: 1. Shann Brassfield; 2. Mike Foster; 3. Jeff Dombeh.
125 NOV: 1. Larry Tannehill; 2. Bill Evans; 3. Bill Anderson.
125 INT: 1. Darrell Valish; 2. Jim Vaughn; 3. John Davis.
250 NOV: 1. Jerry Lessel; 2. Greg Large; 3. Jeff Denton.
250 INT: 1. John Davis; 2. Wayne Roberts; 3. Bruce Raybon.
OPEN NOV: 1. Fred Overstreet; 2. Brian Wedlake; 3. Steve Tayler.
OPEN INT: 1. Glen Lessel; 2. Wayne Roberts; 3. Davey Roberts.
EX: 1. Mike Patrick; 2. David Newby; 3. Jim Davis.

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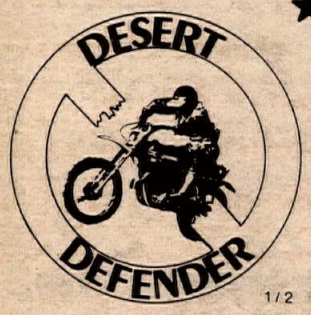

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213/691-4186

Central Region

9/13 100-mi. Nat'l.
IN/IL/KY Enduro Riders Assn.
Evansville, IN
812/867-2937

11/8 100-mi. Nat'l.
Tulsa Enduro Riders Assn.
Tulsa, OK
918/258-2641

Eastern Region

8/23 100-mi. Nat'l.
Greylock Riders M.C
Pittsfield, MA
413/443-6369

National Drag Race Schedule NHRA/NMRA

8/22-23 NMRA Western Nat'ls.
Irvine, CA

9/5-7 NHRA U.S. Nat'ls.
(Top Fuel & Sup. Elim.)
Indianapolis, IN

10/3-4 NMRA U.S. Nat'ls.
Atco, NJ

10/17-18 NHRA Winston World Finals (Top Fuel only)
Orange, CA

AMA/Dragbike!

9/5-6	Cicero, NY
9/19-20	Columbus, OH
10/24-25	Jackson, TN
11/28-29	Gainesville, FL

IDBA

8/15-16	Cleveland, OH
9/12-13	Houston, TX
10/10-11	Gulfport, MS

AMA/Dragbike! Western Championship Series

10/24-25	Las Vegas, NV
11/14-15	Tucson, AZ

Battle of the Twins National Championship Road Race Series

8/15-16	Pocono, PA
9/12-13	Pocono, PA
10/3-4	Daytona Beach, FL
11/-	TBA
3/82	Daytona Beach, FL (Nat'l. Final)

SCORE Race Schedule

9/25-27 SCORE Off Road Championship
Sears Point Int'l. Raceway, Sonoma, CA

11/3-6 Baja 1000
Baja California, Mexico

AMA/ATA National Trials Series

9/5	Washington
9/6-7	Oregon
10/3-4	Illinois

World Championship Road Race Series

8/16	Anderstorp, Sweden
8/30	Brno, Czechoslovakia

World Championship Endurance Race Series

8/15-16	Spa, Belgium
9/6	Mugello, Italy
9/27	England

World Championship MX Series

125cc

8/16	Spain

250cc

8/16	Holland

Sidecar

8/23	Switzerland
8/30	Denmark

World Championship Trials Series

9/6	Finland
9/13	Sweden
9/20	Czechoslovakia
9/27	West Germany

Other Major Events Abroad

8/16 Speedway Team World Final
Olching, W. Germany

8/22 Ulster Grand Prix
Ireland

8/23 Sidecar World Grass Track Final
Assen, Holland

9/5 Individual World Speedway Final
Wembley, England

9/6 Trophee des Nations (250cc)
Belgium

9/13 Motocross des Nations (500cc)
West Germany

9/13 Solo World Grass Track Final
Lussac, France

9/19-20 Bol d'Or Endurance Race
Paul Ricard, France

9/20 World Long Track Final
Gornja Radgona, Yugoslavia

9/27 Coupe des Nations (125cc)
Italy

10/5-10 ISDE
Isle of Elba, Italy

National Road Runs

8/11-15 Vetter Rally
Waverly, TN

9/5-7 AMA Nat'l. Championship Poker Run
Defiance, OH

9/5-7 Three Flags Classic
Tijuana, Mexico Vancouver, Canada

9/30-10/3 Aspencade Motorcyclist Convention
Ruidoso, NM

10/11 Eastern Timed Road Run
Holden, LA

11/28 CYCLE NEWS B-to-V Poker Run
Barstow, CA Las Vegas, NV

NMA Grand National Series Championship

8/12-16 Ponca City, OK

EVERY WEEK

Tuesday

AMA SPEEDWAY
Ventura Raceway, Ventura County Fairgrounds, Ventura, CA. N on 101 to California St. Div. 1-3. Gates open 7 p.m., race 8. Entry $7 riders, $5 mechanics, watch $4.50. Raceway Promotions. Info 805/985-5433 (Jim Naylor).

MINICYCLE RACES
Richmond Rod & Gun Club, 3155 Goodrick Ave., Richmond, CA. 100cc max., 17" wheels, riders must be at least 18. A/B/C/OT/PP classes + special club & 4-stroke races. Contingencies. Race 7 p.m. Entry $5, watch $2. Info 415/235-7322, 7447 (Stan).

Wednesday

AMA SPEEDWAY
Inland Motorcycle Speedway, National Orange Show Fairgrounds, San Bernardino, CA. I-10 to 15E turn-off. Div. 1-3, $1225 guaranteed purse + $250 pt. fund or 30% gate. Free programs, parking; preferred parking avail. ($1 N end). Gates open 6:30 p.m., race 8. Entry $7 rider, $5 mech. American Raceways, Inc. Info 213/446-2241, 0969 (K. Rutherford), 714/884-4092 (track), 889-4554 (ticket booth).

CMC NIGHT MOTOCROSS
Baylands Raceway Park, Fremont, CA. Durham Rd. @ Hwy. 17. All CMC classes inc. Vets/OT. 30% trophies, 100% Pro p.b. Challenging course, new lighting, snack bar & grandstands. Gates open 5 p.m., sign up closes 6:30, prac. 6-7, race 7:30. Entry $12, watch $4, jrs. $3, 8-12 $2. CMC lic. req., avail. @ track. Info 415/651-2545.

CMC NIGHT MOTOCROSS
Speedway 117, Chula Vista, CA. I-5 or 805 S to Junction 117, E 5½ mi. (end of Brown Field Airport). All classes + 3-wheelers & go-karts. Merchandise awards & trophies every night. 150% Pro p.b. Coca-Cola stadium-type track. Sign up 4:30 p.m., prac. 6-7, race 7:30. Entry $12. Info 714/690-6414.

Thursday

CALIFORNIA

CMC NIGHT MOTOCROSS
Ascot Park, 183rd & S. Vermont Ave., Gardena, CA. All classes inc. complete div. of Vets & OT. Challenging 5/8-mi. course, clean pits, good lighting, permanent restrooms & snack bars, free parking & grandstands. 30% trophies + Pro p.b. CMC lic. req., avail. @ track. Gates open 5 p.m., sign up closes 6:30, prac. 6-7, race 7:30. Entry $12, watch $4.50, jrs. $3.50, 8-12 $2. Info 714/557-3323.

R.A.C.E. MOTOCROSS
Orange County Int'l. Raceway, Irvine, CA. I-5 @ Sand Canyon Ave. or I-405 @ Irvine Center Dr. to Sand Canyon. All classes, 30% trophies, 100% Pro p.b. Gates open 5 p.m., prac. 6, race 7. Entry $7, non-memb. $9 (memb. not req.), Pros $15, watch $4, jrs. $3, under 12 $1. Info 714/552-5511 (Steve Crosby).

IDAHO

HUETTER FLAT TRACK
Huetter Speedway, S&S Ra-

cing, Huetter, ID. 2 mi. W of Couer d'Alene on Old Hwy. 10. Class C racing, 3/8-mi. oval. Mini/125/250/500/Open, $500 guaranteed purse, trophies to Amateurs. Sign up 6:30 p.m., prac. 7, race 7:30. Info 208/765-5005 (Couer d'Alene Honda).

WASHINGTON

WASHINGTON NIGHT MOTOCROSS
Hannegan Speedway, Bellingham, WA. Exit 255 off I-5, 1 mi. E, left on Hannegan Rd., 1¼ mi. N on rt. 50—Open, separate C class motos. Gates open 5 p.m., race 6. Entry $6/class. Free parking. Mt. Baker M.C. Info 206/733-5069 (Larry Hanson).

Friday

CALIFORNIA

AMA SPEEDWAY
Gold Country Fairgrounds, Auburn, CA. 30 mi. E of Sacramento off I-80. Div. 1-3 + Jr. Spdwy. $1225 purse. Gates open 6:30 p.m., race 8. Entry $7. Speedway Racing Ent. Info 916/448-7557, 485-7140 (Jann Houston).

AMA SPEEDWAY
Orange County Fairgrounds, Costa Mesa, CA. San Diego Fwy. (405) to Newport Fwy. (55) S, rt. on Fair. Div. 1-3. Free parking & programs. Gates open 6:30 p.m., racing starts 8. Adult admission $5. International Speedway. Info 714/492-9933.

R.A.C.E. MOTOCROSS
Corona Raceway, Corona, CA. Hwy. 91 E to Buchanan exit. Mini—Open, 100% Ex. p.b. Info 714/689-1913, 735-1705.

SACRAMENTO NIGHT MOTOCROSS
Sacramento Raceway, 5305 Excelsior Rd., Sacramento, CA. E on Hwy. 50, S on Bradshaw Rd., E on Jackson, N on Excelsior. Professional lighting, 5/8-mi. course, free parking, new grandstands. Gates open 5 p.m., prac. 6, sign up 5:30-7, race 7:30. Info 916/363-2653.

TEXAS

MOSIER VALLEY MOTOCROSS
Mosier Valley MX Park, Ft. Worth, TX. Gate & track changes inc. over/under bridge. Trophies thru 5th, Ex. purse $300 or 300% p.b. All classes, Ex. ride 3 motos. Gates open 5:30 p.m., prac. 7. Entry $8, Ex. $10, gate $4. Info 214/245-4693.

NIGHT MOTOCROSS
Capitol City Night MX, Austin, TX. Adjacent to Austin MX Park, Hwy. 183 N of 7th St. Race 8 p.m. Info 713/482-7593.

RIO BRAVO MOTOCROSS
Rio Bravo MX Park, Houston, TX. 5 mi. E on E. Mount Houston Rd., off Hwy. 59 N. All classes. Trophies thru 6th to Am., 100% Ex. p.b. Entry $8. Swimming, showers, game room, grandstands. Info 713/458-0090.

Saturday

CALIFORNIA

AMA STADIUM MOTOCROSS
Altamont Motor Speedway, Altamont, CA. 7 mi. W of Tracy, take Grant Line Byron Rd. off 580 to Midway Rd. All classes, 100% Pro p.b. Gates open 3 p.m., sign up 3:30, prac. 4:30, race 6. Entry $13, Pro/Ex. $15 + $3. Info 209/835-1140 (Duke Southard).

D-36 SEMI-PRO SHORT TRACK
Cycleland Speedway, Chico, CA. 14 mi. S of town, U.S. Hwy. 99E & Gage-Shippee Rd. exit. Mini—500, Sptsmn. & Semi-pro, cushion surface. AMA & D-36 rules enforced, Class C trac. & full leathers req. Gates open 5 p.m., prac. 7, race 8. Entry $8, Semi-pro $4, 2nd bike $6. Moural Associates. Info 916/342-0063 (Lowell/Eliz. Moural).

NIGHT DRAGS
Carlsbad Raceway, Carlsbad, CA. Motorcycles welcome. Info 714/727-1171.

SADDLEBACK SATURDAY MX
Saddleback Park, Orange, CA. Gates open 7:30 a.m., prac. 8-8:30, race 9. Pros race 40 min., others 30 min. Entry $11, Pros $17. No memb. or mail entry req. 33.33% trophies. Info 714/495-4771.

OKLAHOMA

OKLAHOMA NIGHT MOTOCROSS
Motorcycle Raceway, Oklahoma City, OK. Btwn. I-40 & I-240 on S. Douglas off S. 59th. All classes, 10 trophies/class. Prac. 5 p.m., race 6:30. Info 405/348-4412 (Tommy Newman).

TEXAS

PRO-AM SHORT TRACK
Ross Downs, Hwy. 26, Colleyville, TX. Btwn. Grapevine & Ft. Worth. Micro Mini—750s, trophies & $. Gates open 6 p.m., prac. 6:30, race 8:30. Entry $6, Pros $10. Info 214/357-5058 (Bob Bagwell).

WASHINGTON

WASHINGTON FLAT TRACK
Hannegan Speedway, Bellingham, WA. Exit 255 off I-5, 1 mi. E, left on Hannegan Rd., 1¼ mi. N on rt. Mini—Open, Am. & Semi-pro. Gates open 5 p.m., prac. 7, race 8. Entry $6/class. Free parking. Mt. Baker M.C. Info 206/733-7346 (George Leonard).

Sunday

OKLAHOMA

BIG "L" MOTOCROSS
Big "L" MX Track, Lindsey, OK. Hwy. 52 S of OKC to Blanchard, Hwy. 76 S to 4-way stop, 3½ mi. S of Hwy. 39 on 76, W 1 mi., S 1 mi., W 100 yds. Pee Wee—Over 30, trophies, 100% Ex. p.b. Gates open 11 a.m., prac. 11-1, sign up closes 12:30, race 1. Entry $7, Ex. $10, rider gate $3, watch $3, 6-12 $1. Info 405/360-3991 (after 5 p.m.).

Every Sat. & Sun.

RUN WHAT YOU BRUNG STREET RACE
Brotherhood Raceway Park, Terminal Island, CA. Btwn. San Pedro & Long Beach, entrance on Ferry St., next to U.S. Customs Building. Gates open 8 a.m. to 6 p.m. Tech @ 8. Admission $5 to race or watch. Kids under 12 free. All policemen & firemen & their families admitted free. Brotherhood of Street Racers, Inc. Info 213/672-1814.

August 12

R.A.C.E. FLAT TRACK
Corona Raceway, Corona, CA. Off 91 Fwy. @ Buchanan St. btwn. Corona & Riverside. Half-mile & TT. 30% trophies, 80% Pro p.b. Gates open 5:30 p.m., prac. 6:30, race 7:30. Entry $7, Pros $10. Info 714/689-1913, 735-1705 (Elaine Jones).

August 14

MOTORCYCLE SWAP MEET
Orange County Fairgrounds, Costa Mesa, CA. S end of Newport (55) Fwy. Buy or sell m/c parts & accessories; bikes for sale. 10x10 spaces $15, wall & prime spaces $25, bikes $10 ea. Open 6-11 p.m. Inter-Shows, PO Box 2910, Mission Viejo, CA 92690. 714/498-9226.

CMC FOUR-STROKE TT SCRAMBLES
Ascot Park, 183rd St. & Vermont Ave., Gardena, CA. Mini-OT + 500 & Open Pro p.b., 4-strokes only, MX tires/gearing OK, course will be completely graded. No lic. req. 30% trophies. Gates open 5 p.m., prac. 6-7, sign up closes 6:30, race 7:30. Entry $12, watch $5.50, jrs. $3.50, 8-12 $2. Info 714/557-3323.

CRC NIGHT MOTOCROSS
Indian Dunes, Valencia, CA. All classes, running Int'l., Mini & ATC/Ody tracks. Prac. 7 p.m., race 8. Entry $10, Pros $15. CRC memb. req. Info 213/830-7519.

August 15-16

D-37 DUAL EUROPEAN SCRAMBLES
Anderson Dry Lake, Lucerne, CA. All classes, 10% trophies. Sat. start 9 a.m., Sun. 8. Entry $14. Desert Rats M.C. Info 714/842-1722 (Bill Staley).

TEXAS MOTOCROSS DOUBLE HEADER
Conroe MX Park, Conroe, TX. 3 mi. S of town to San Jacinto River. 60-Open, trophies or gift certificates to 8 places in Nov. classes. Concessions, showers, bathrooms. Entry $8, Ex. $15, gate $4. Sat. sign in 6 a.m., race 8. Sun. prac. 8 a.m., race 10. Conroe Suzuki, 610 Loop 336, Conroe, TX 77301. 713/756-4114, 273-2336 (track).

August 15

CALIFORNIA SUPERBIKE SCHOOL
Riverside Raceway, Riverside, CA. Everything provided: bikes & gear, classroom seminar & track time. Morning & afternoon sessions. Tuition $120, machine damage policy (voluntary) $7, medical insurance ($5000 coverage) $10. Advance reservations req. CSS, PO Box 3743, Manhattan Beach, CA 90266. 213/484-9323.

ARIZONA SUPERCROSS CHALLENGE
Arizona State Fairgrounds Arena, 19th Ave. & McDowell, Phoenix, AZ. Gates open 1 p.m., prac. 2, race 3. Post entry $12, Pros $20, admission $5. Phoenix Supercross Raceway, Inc. Info 602/867-4769.

TECATE MOTOCROSS
Tecate, Mexico. Follow arrows from Tecate border crossing approx. 1 mi. to track. Sptsmn. trophies, cash to Pros. Weekend camping avail. @ track in town. Sign up 7 a.m., prac. 8, race 10. Entry $12. Los Compadres M.C. Info 714/449-5139, 423-7241 (Harry Brattin).

R.A.C.E. SHORT TRACK & TT
Canyon Raceway, Phoenix, AZ. 8½ mi. W of I-17 on Carefree Hwy. Mini-Open + Pee Wees & ATC. 30% trophies, 65% Ex. p. b. (min.). class C trac. req. on r. wheel only. Gates open 5 p.m., prac. 6, riders mtg. 7:15, race 7:30. Entry $10, Ex. $14, watch $4, 6-12 $2. Info 602/843-1124, 938-2618 (Marlow Parks).

AME NIGHT MOTOCROSS
Sprockets Park, Bakersfield, CA. All classes, 30% trophies, 100% Pro p.b. Gates open 5 p.m., prac. 7, race 8. Post entry $10, Pros $15. AME lic. req. Free O/N camping. Info 213/881-5778.

CMC NIGHT MOTOCROSS
Huron Cycle Park, Huron, CA. I-5 N to 269 Hwy.. signs to town; I-5 S to 198 Hwy., E on 269 to town. All classes, 30% trophies. Gates open 4 p.m., prac. 7, race 8. Entry $10, Pros $15. Free O/N camping. Info 209/945-2664 (Rick Worth).

D-36 SHORT TRACK
Lodi Cycle Bowl, 5801 Morse Rd., Lodi, CA. 100% Semi-pro, trophies. Gates open 5 p.m., prac. 6:30, race 8. Entry $8/bike, Semi-pro $3, watch $3. Lodi M.C. Info 209/368-7182, 931-3722 (Barbara).

August 16

D-36 MOTOCROSS
Lions Club MX Track, Fernley, NV. 30 mi. E of Reno on I-80, limed. All classes, 30% brass, 100% Pro p.b. Final race in 3-race series to benefit muscular dystrophy, prizes for every rider who completes series, presentation @ Cowboy Saloon in town after race (live band, lots of fun!). Free camping, no water. Gates open 6 a.m., prac. 7, race 9. Entry $10, Pros $15, gate $3. Shirt Jazz & Friends. Info 702/329-1323, 575-2898 (Judy Aja).

CRC GRINGO FAMILY ENDURO
Rosarito Beach, Mexico. 17 mi. from border. 2 loops, C under 16/Minis/Women go 1 loop. 100 bonus pts. to memb., super finisher pins, 20% trophies. Entry $20 mail, $25 post, non-memb. add $5. CRC, 7601 Arlington Ave., Riverside, CA 92503. 714/689-6114 (days).

D-36 MOTOCROSS
Argyll Park, Dixon, CA. 11 mi. S of town on Hwy. 113. All classes, bonus trophies to 30%, 100% Ex. p.b., 1-3 place trophy winners receive free ride next event. Free O/N camping, new ambulance service w/back-up, 2 water vehicles, concessions, Parts in the Pits. Gates open 6:30 a.m., sign up 7, prac. 7:30, race 9. Entry $13, Ex. $15 + $5 park fee, watch $4. Info 916/678-3592 (S. Brown), 9956 (B. Campbell).

AMA 125/500cc MOTOCROSS NATIONAL
Carlsbad Raceway, Carlsbad, CA. S of Oceanside on I-5, Palomar Airport Rd. E 5 mi. Final round for 125 & 500cc Nationals. Tickets avail. @ Ticketron, $8 adult, $4 under 12, $10 @ gate. Info 714/495-6906.

CMC MOTOCROSS
Saddleback Park, Orange, CA. All classes. Gates open 7:30 a.m., sign up 8-9, prac. 8-9, race 9:30. Entry $10, Pros $15. Info 714/557-3323.

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INDIAN DUNES

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CLASSES: 125 • 250 • OPEN SPORTSMAN • PRO
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CRC RACE SCHEDULE
AUG. 14 — MOTOCROSS
Indian Dunes — Friday Night
AUG. 16 — MOTOCROSS
Indian Dunes
AUG. 23 — MOTOCROSS
Saddleback
AUG. 28 — MOTOCROSS
Indian Dunes — Friday Night
CRC Membership Required
213-830-7519

AMA DISTRICT 37
DESERT RACES
Aug. 15/16 — Desert Rats ES, Lucerne
Sept. 20 — Shamrocks HH, Red Mtn.
MOTOCROSS
Aug. 23 — DeAnza, Sunnymead
Aug. 29 — Saturday Saddleback
GRAN PRIX
Sept. 5/6 — Dirt Diggers, Indian Dunes
See Calendar For Details Or Call
HOT LINE (805) 254-0931

MX RACES EVERY SUNDAY
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INDIAN DUNES

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CRC—MX — 2nd & 4th Sundays
SSM—MX — Every Saturday
SADDLEBACK PARK

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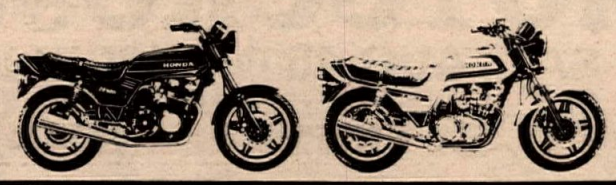

can be yours with our specialized performance kits. It has everything you need to make street legal modifications to your present Honda CB900F or CB750F – or the one you're planning to buy! Our kit contains Hondaline Sport Kit, Dunlop performance tires, Replica pipe and Hayden cooler with braided stainless steel lines. Circle City Honda entered the Budweiser 6-Hour Endurance Race with a kit-modified Box Stock CB900F. We finished an incredible SIXTH in the Open Class and NINTH overall! Call or write for details.

Special thanks to our riders: Jack Matlock, Steve Mallonee and Roger Glickman. Thanks also to Hayden Oil Coolers, Tony McAndres, Dunlop Tires and Spectro Oil.

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Circle City HONDA

Can "Magic Mark" Barnett win every moto in the AMA 125cc Nat'l MX Series?
(Answer next week in Cycle News.)

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MABTON MOTOCROSS
Mabton Dunes, Mabton, WA. 2 mi. W of town on Hwy. 22, watch for signs. Pee Wee-Open + OT, 30% trophies, 100% Pro p.b., 50% Pee Wee trophies. Women race free. Gates open 7 a.m., prac. 8:30, race 10. Entry $10, Pros $15. Info 509/962-9291 (Frank Mierau).

OMRRA ROAD RACE
Portland Int'l. Raceway, Portland, OR. N on I-5, Delta Park exit. 75% p.b. to GP, Prod. & Cafe pay trophy only. Most RR lic. OK. Gates open 7 a.m., prac. 9. Entry $20, Pros $25. Info 503/289-6016 (K. Neill).

TRH TAG TEAM HARE SCRAMBLES
Giddings, TX. W of town off Hwy. 290, turn @ Lee County Airport sign & follow arrows. All classes inc. Women. Entry $6, non-memb. $12, camping $3, bike fee $2. Food avail. Trail Riders of Houston. Info 713/465-1233 (Odel Mitchell).

CRC MOTOCROSS
Indian Dunes, Valencia, CA. I-5 to H-126. All classes. 2 long motos & cash for Pros, 2 motos & brass for Sptsmn. Entry $10, Pros $15. Gates open 7 a.m., prac. 8, race 9:30. Memb. req. Info 213/830-7519.

TEXAS MOTOCROSS
Mosier Valley MX Park, Ft. Worth, TX. All classes, no pit riding or late prac. $705 guaranteed Ex. purse. Prac. 8 a.m., 1st race 9, Int. & Ex. prac. 1:30 p.m. Entry $8, Ex. $10, gate $4. Info 214/245-4693.

ARROYO MOTOCROSS
Arroyo MX Park, Harlingen, TX. Mini-Open + Over 30 & Enduro. Trophies to 3rd, 200% Ex. p.b. Gates open 8:30 a.m., prac. 10:30, race 11:30. Entry $8, Ex. $12. Harlingen MX Assn. Info 512/428-3895.

CMMC MINI MOTOCROSS
Barona Oaks Raceway, Ramona, CA. Hwy. 67 to Lakeside, E on Mapleview, N on Ashwood, up Wildcat Canyon Rd. 11 mi. New track, O/N camping, concessions, new Beg. class. Entry $10, yearly memb. $15. Sign up closes 7:30 a.m. sharp. Info 714/286-3095 (Roy Barnett), 440-7935 (Ken Johnson).

DE ANZA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. 10 mi. E of Riverside on Hwy. 60 to Theodore off ramp. All classes, 30% same day Sptsmn. trophies, 100% Pee Wee trophies. Entry $8, Pros $12, non-memb. add $2. Memb. not req. Gates open 6 a.m., prac. 8:30, race 9:30. Everybody goes 2 motos. Free camping, park open 7 days. Info 714/653-8068, 5840, 7979.

HORSETOOTH MOTOCROSS
Horsetooth Sportcycle Park, Ft. Collins, CO. N on Hwy. 287 thru LaPorte, take Bellvue exit S 1½ mi. to track. New track w/ Supercross setup, altitude 5200 ft. $1000 Ex. purse, trophies to Am./Nov./Vets. Gates open 7:30 a.m., prac. 8:30, race 9:30. Entry $7, Ex. $15. Ft. Collins Luncheon Optimist. Info 303/224-5412 (Bob Range).

LAS CRUCES MOTOCROSS
Las Cruces, NM. Near Mesilla Dam. All classes, $850 purse, trophies, contingencies. Gates open 8 a.m., prac. 9:30, race 10:30. Flyin' Ryan's Racing Ent. Info 505/524-9700 (Ryan Armitage).

TULSA MOTOCROSS
Tulsa, OK. 1/2 mi. N. of old Odyssey track or 1/4 mi. S. of Tulsa Drag Strip off Hwy. 169 N. All classes, 30% trophies, 100% Ex. p.b. All new natural terrain track, 128-ft. start gate. Prac. 9 a.m., riders mtg. 10, race 10:30. Entry $8, Ex. $15. Tulsa Area Motorsports, Inc. Info 918/258-1121, 6129 (Marsha Harmon).

August 21

AME NIGHT MOTOCROSS
Indian Dunes, Valencia, CA. All classes, 30% trophies, 100% Pro p.b. Sign up 6 p.m., prac. 7, race 8. Entry $10, Pros $15. AME lic. req. Info 213/881-5778.

August 22-23

NMRA/SUZUKI WESTERN NATIONALS
Orange County Int'l. Raceway, East Irvine, CA. 14 mi. S of Disneyland, Sand Canyon exit off I-5. Top Fuel/Funny Bike/Pro Stk./Pro Comp/Sptsmn./2 E.T. money brackets; $40,000 cash & contingencies. Free guarded m/c parking. Gates open 10 a.m. Sat., 9 on Sun., eliminations 2 p.m. Sun. 2-day pre-entry $20, Pros $30, E.T. $15, class losers may enter E.T. for $10. Admissions $5 Sat., $8 Sun., pit pass $3, 6-12 $1. Info 714/552-5511.

August 22

AMA/WINSTON PRO SERIES HALF-MILE NATIONAL
Tulsa Speedway, Tulsa, OK. 1st race starts 7:30 p.m. Reserved seats $15, 9 & under $6; general admission $13, 9 & under $4, 6 & under free. Info 918/744-0303.

D-36 SHORT TRACK
Lodi Cycle Bowl, 5801 Morse Rd., Lodi, CA. 100% Semi-pro, trophies. Gates open 5 p.m., prac. 6:30, race 8. Entry $8/bike, Semi-pro $3, watch $3. Lodi M.C. Info 209/368-7182, 931-3722 (Barbara).

PHOENIX NIGHT MOTOCROSS
Canyon Raceway, Phoenix, AZ. 1 1/2 mi. W of 99th Ave. & Carefree Hwy. Beg.-Ex., 100% p.b. Gates open 3:30 p.m., prac. 5:30. Entry $10/$14. Info 602/931-3698 (Bob Dean).

PORTERVILLE NIGHT MOTOCROSS
Porterville Spinners Airport Raceway, Porterville, CA. Gates open 5 p.m., prac. 6-7, race 8. Info 209/784-8335 (Jess Land), 2825 or 8100 (Jack Roberts).

August 23

AMA SEMI-PRO MOTOCROSS
Riverfront Park, Marysville, CA. Entrance on 1st St. btwn. E & F, downtown. Free camping, paved parking, 3 water trucks, flush toilets, Parts in the Pits, fall back start gate. Info 916/695-2727, 2088 (Charlie Sexton).

D-36 MOTOCROSS
Livermore Valley Stadium, Livermore, CA. On Wente Rd. off N. Livermore Ave. All classes inc. PP, OT & Vets, special Beginner's class, all displacements. New course, underground sprinklers, no Semi-pro. AMA & D-36 cards req., avail. @ track; silencers, D-36 #/letters/colors req. No rider medi. insur. Gates open 6:30 a.m., sign up 7-8:30, prac. 7:30-8:30, race 9. Entry $12, Minis $10, Beg. $8, watch $2.50. CR Race Promotions. Info 415/489-3094 (Clark Rupp).

WOODSIDE MOTOCROSS
Sandpoint, ID. 5 mi. N of town. 60-Open inc. Over 30 & Beg.; 30% trophies, 100% Pro p.b. Natural terrain, good dirt, no rocks, grass pits & infield. No camping on grounds, avail. nearby. Gates open 8 a.m., prac. 9-10, race 10:30. Entry $9, Pros $15, watch $2.50. Woodside Motocross Club. Info 208/263-4587 (Ernie Schoeffel).

RUTH LAKE MOTOCROSS
Ruth Lake, CA. Off Hwy. 101 @ Alton, up Hwy. 36, rt. @ Ruth Lake turn off, 9 mi. past dam. Pee Wee-Open Pro inc. Vets & Masters, 200/Ody/3-wheelers if enough riders. 33% trophies, 100% Pro p.b. by moto & o/a. O/N camping in designated areas only, not @ track. No pit riding, rider or spectator insur. Gates open 6 a.m., tech & sign up 6:30, prac. 7:45, riders mtg. 8:45, race 9. Entry $10, Pros $15, watch $3, 6-12 $2. Info 707/445-9747 (Rod or Cathy), 764-3034 (Leroy or Gail).

AME MOTOCROSS
Indian Dunes, Valencia, CA. All classes, 30% trophies, p.b. to Pros. Post entry $10, Pros $13. Gates open 7 a.m., prac. 8, race 9, sign up 7-9. AME lic. req. AME, PO Box 1421, Reseda, CA 91335, 213/881-5778.

AME MOTOCROSS
Spillway Park, Santa Maria, CA. Hwy. 101 to town, take Broadway exit into riverbed. All classes, 30% trophies, 100% Pro p.b. Concessions, free O/N camping. Gates open all night, prac. 8:30 a.m., race 9. Entry $10, Pros $15. Info 805/937-6171, 2503 (Gene Dunne).

D-37/DE ANZA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. 10 mi. E of Riverside on Hwy. 60 to Theodore off ramp. All classes, AMA Prog. Pro & D-37 MX pts. 30% same day trophies to Sptsmn. 100% Pee Wee trophies. Entry $8, Pros $12, non-memb. add $2. Memb. not req. Park open seven days. Gates open 7 a.m., prac. 8:30, race 9:30. Everybody goes 2 motos. Free camping. Info 714/653-8068, 5840, 7979.

CMC MOTOCROSS
Carlsbad Raceway, Carlsbad, CA. All classes. Gates open 7 a.m., sign up 7-9, prac. 8-9, race 9. Entry $10, Pros $15. Info 714/557-3323.

CRC MOTOCROSS
Saddleback Park, Orange, CA. All classes, 2 motos each. Cash p.b. to Pros, 30% brass to Sptsmn. Entry $10/$15 Pros. Gates open 7 a.m., prac. 8, race 9:30. CRC memb. req. 213/830-7519.

LAKE WHITNEY MOTOCROSS
Lake Whitney Cycle Ranch, Whitney, TX on FM 2960 off Hwy. 22 W of Whitney. $1,170 guar. purse, brass thru 8th. Split race sched. Nov 9 a.m., Int/Ex. approx. 1:30 p.m. All classes. Camping $2 per vehicle, gate $4. Am. entry $8/Ex. $10. 713/482-7593; 817/694-2901.

OKLAHOMA MOTOCROSS
Motorcycle Raceways, Inc., Oklahoma City, OK. Btwn. I-40 & I-240, exit S. Douglas to S.E. 59th, turn E. All classes. Gates open 9 a.m., prac. 10:30, race 11:30 or 12. Info 405/681-9492 (Tommy Newman).

MOTOCROSS
Sunrise Valley Cycle Park, Adelanto, CA. 2 mi. N of town on Hwy. 395. All welcome, free O/N parking. 50% trophies, to Mini & Vets, 30% same day Sptsmn. trophies, cash p.b. to Ex. Gates open 7 a.m., prac. 8, race 9:30. Entry $9, Ex. $15. Nick Brajevich 714/245-7339.

August 26

R.A.C.E. FLAT TRACK
Corona Raceway, Corona, CA. Off 91 fwy. @ Buchanan St. btwn. Corona & Riverside. Half-mile & ST. 30% trophies, 80% Pro p.b. Gates open 5:30 p.m., prac. 6:30, race 7:30. Entry $7, Pros $10. Info 714/689-1913, 735-1705 (Elaine Jones).

August 28

CALIFORNIA SUPERBIKE SCHOOL
Riverside Raceway, Riverside, CA. Everything provided: bikes & gear, classroom seminar & track time. Morning & afternoon sessions. Tuition $120, machine damage policy (voluntary) $7, medical insurance ($5000 coverage) $10. Advance reservations req. CSS, PO Box 3743, Manhattan Beach, CA 90266. 213/484-9323.

D-35 SHORT TRACK
Bakersfield Speedway, 5001 N. Chester Ave., Bakersfield, CA. Dbl. pts., 100% Semi-pro p.b., contingencies, trophies. Proceeds go to California ISDE riders. Odyssey race. ¼-mi. track. Prac. 6:30 p.m., race 8. Cycliers M.C. Info 805/832-3573.

CRC NIGHT MOTOCROSS
Indian Dunes, Valencia, CA. All classes, running Int'l., Mini & ATC/Ody tracks. Prac. 7 p.m., race 8. Entry $10, Pros $15. CRC memb. req. Info 213/830-7519.

August 29-30

6TH ANNUAL ASPEN 6-HOUR ROAD RACE
Aspen, CO. Prac. on Sat., race Sun. $3000 purse paid back o/a. Mountain Roadracing Assn. Info 303/279-2633.

August 29

D-37/SADDLEBACK SATURDAY MOTOCROSS
Saddleback Park, Orange, CA. All classes + Vets & Women. D-37 & Prog. Pro pts., 33% trophies. 40-min. Pro motos, 30-min. Sptsmn. motos. Gates open 7:30 a.m., prac. 8, race 9. Entry $11, Pros $17. Info 714/496-8779 (Dennis Rosenberg).

R.A.C.E. SHORT TRACK & TT
Canyon Raceway, Phoenix, AZ. 8½ mi. W of I-17 on Carefree Hwy. Mini-Open + Pee Wees & ATC. 30% trophies, 65% Ex. p.b. (min.). Class C trac. req. on r. wheel only. Gates open 5 p.m., prac. 6, riders mtg. 7:15, race 7:30. Entry $10, Ex. $14. watch $4, 6-12 $2. Info 602/843-1124, 938-2618 (Marlow Parks).

August 30

WOMEN'S MOTOCROSS NATIONALS
Carlsbad Raceway, Carlsbad, CA. All classes except 125cc Ex.

Contingencies & trophies. Info 714/560-0426, 462-9395.

CMC MOTOCROSS
Riverfront Track, Marysville MX Track, Marysville, CA. All classes inc. Stk. & Mod. Minis, full Vets & OT divisions. Dbl. pts., 30% trophies, 100% Pro p.b., 3-ft. 1st place Sptsmn. trophies, $50 IRC bonus to Pro winners using IRC tires. Gates open 7:30 a.m., prac. 8, sign up closes 9, race 10. Entry $10, Pros $15, gate $3. No lic. req. Info 916/988-8322, 714/557-3323.

SRA GRAND PRIX
Saddleback Park, Orange, CA. All classes, finisher pins, 20% trophies. Gates open 7 a.m., 0-200 & Sr. (+ 35) prac. 8 a.m., race in a.m. 201-Open prac. 12:30 p.m., race in p.m. Entry $12 mail, $15 post. SRA comp. lic. req. ($6/yr.). Info 714/828-1358.

D-36 MOTOCROSS
Livermore Valley Stadium, Livermore, CA. On Wente Rd. off N. Livermore Ave. All classes inc. PP, OT & Vets, special Beginner's class all displacements. New course, underground sprinklers, no Semi-pro. AMA &D-36 cards req., avail. @ track; silencers, D-36 #/letters/colors req. No rider medi. insur. Gates open 6:30 a.m., sign up 7-8:30, prac. 7:30-8:30, race 9. Entry $12, Minis $10, Beg. $8, watch $2.50. CR Race Promotions. Info 415/489-3094 (Clark Rupp).

CMC MOTOCROSS
Saddleback Park, Orange, CA. All classes. Gates open 7:30 a.m., sign up 8-9, prac. 8-9, race 9:30. Entry $10, Pros $15. Info 714/557-3323.

DE ANZA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. 10 mi. E of Riverside on Hwy. 60 to Theodore off ramp. All classes, 30% same day Sptsmn. trophies, 100% Pee Wee trophies. Entry $8, Pros $12, non-memb. add $2. Memb. not req. Gates open 6 a.m., prac. 8:30, race 9:30. Everybody goes 2 motos. Free camping, park open 7 days. Info 714/653-8068, 5840, 7979.

MABTON MOTOCROSS
Mabton Dunes, Mabton, WA. 2 mi. W of town on Hwy. 22, watch for signs. Pee Wee-Open + OT, 30% trophies, 100% Pro p.b., 50% Pee Wee trophies. Women race free. Gates open 7 a.m., prac. 8:30, race 10. Entry $10, Pros $15. Info 509/962-9291 (Frank Mierau).

IRA MOTOCROSS
Arroyo Cycle Park, San Bernardino, CA. About 10 mi. N of town on I-15E, off @ Palm Ave., turn left & follow signs. All classes, Beg.-Ex., $ to Pros, 30% trophies. Gates open 7 a.m., prac. 8, race 9:30. No memb. req. Info 714/887-1560 (Arroyo), 359-1433 (IRA).

September 5-6

D-37 HOPETOWN GRAND PRIX
Indian Dunes, Valencia, CA. All classes inc. 4-strokes, hacks, ATC/Ody. No O/N camping. 1st race 8 a.m. ea. day. Mail entry (closes 8/28) $20, post $25. Mail entries w/2 legal size SASE & photo copy of rider classification to: Dirt Diggers M.C., 4601 W. Imperial Hwy., Inglewood, CA 90304. 213/671-9067.

Road Runs

August 16

KAWASAKI TRIPLES CLUB ROAD RUN
The Rock Store, Los Angeles, CA. On Mulholland Dr. off Kanan Rd. exit from Hwy. 101. Bring your triple, all years, sizes & condition welcome. Meet @ noon. Info 805/484-8322 (Fran Golden).

September 5-7

10TH ANNUAL KRAUSER RALLYE
Munich, West Germany. Fast-paced, 500-mi. excursion through Germany, Austria, Italy & Switzerland. Riders divided into 15 groups; assembly accompanied by Rallye van, 8 cars, 2 support vans & 1 ambulance. Krauser USA, 6909 216th Southwest, Lynnwood, WA 98036. 206/771-8865 (Gary Bixler).

September 10-13

MEET ME IN ST. LOUIS TOUR
St. Louis, MO. Poker run, field events, observation run, bike show, tours, swimming, tour pins, patches, attendance prizes & trophies. Dinner & dance 9/12. AMA-sanc. Pre-entry $20, post $23; non-AMA memb. $23/$26. St. Louis Street Riders, c/o Tom Russell, President, 2848 Osage, St. Louis, MO 63118. 314/351-8365.

June 29-Oct. 2

GUIDED BACKCOUNTRY TRAIL RIDES
Zeke's Backcountry Fraternal Assn., 1853 San Larue, Twin Falls, ID 83301. Adventures from 1 day to 2 weeks, no repetition of routes. Limited first come, first served reservations; now booking. Annual memb. $100, daily registration $25. Info 208/733-1315 (Zeke Miller).

FREE CALENDAR LISTING

Calendar listings are a free service. Please type or legibly print **all** information asked for and mail the blank or a fascimile thereof to: Cycle News Calendar, PO Box 498, Long Beach, CA 90801. All listings must be received by noon Thursday to appear in the following week's Cycle News. No phone calls, please; we can only accept items in writing. You may include an event flyer in addition to the Calendar blank.

Event date: _____ Type: _____

Location/directions: _____

Sponsoring club/promoter/sanction: _____

Classes/trophies/purse: _____

Additional info: _____

Gate/practice/race times: _____

Entry fees: _____

Your name: _____ Phone number for info (with area code): _____

ATTENTION NORTHERN CALIFORNIA MOTOCROSSERS
CR Race Promotions has arrived! CR Race Promotions consists of a group of very informed and experienced motorcyclists. Our Goal is simple... promote the best MX races this area has ever experienced. CR Race Promotions is going to kick off the season with four stadium MX races at Livermore Valley Stadium starting August 23rd. The four races will be for minis and amateurs only, no semi-pro. Also, there will be special beginner classes for all displacements. We encourage anyone who has raced five or less MX races to take advantage of this special class. Why not plan to be with us on August 23rd for our first race? Be sure to check the calendar in this issue of Cycle News for more information or contact Clark Rupp, P.O. Box 811, Union City, CA 94587. (415) 489-3094.

There is no free lunch, nowadays it's called "Happy Hour."

6th Annual
LABOR DAY
GRAND PRIX
CORONA RACEWAY
MONDAY, SEPT. 7

T&O YAMAHA
SPECIAL OFFER
THIS COUPON GOOD FOR
15% OFF REGULAR PRICE ON ANY ACCESSORY PURCHASE!
Check or cash only Minimum purchase $25.00 (offer good Aug. 12 — Aug. 19)
24020 Narbonne Ave., Lomita, CA 90717 (Torrance/South Bay area)
(213) 534-2311

Sunrise Valley Cycle Park
MOTO X SCHOOL
Starting Up Every 2nd & 4th Saturday of each month preceding each Sunday MX
Start 12:00 Noon
Sunrise Valley Cycle Park
Adelanto, Calif.
(714) 245-7339
(714) 246-6109

R.A.C.E.
SCHEDULE

WED	Aug. 12	FLAT TRACK	Corona
THURS	Aug. 13	GP KARTS	Corona
THURS	Aug. 13	MOTOCROSS	O.C.I.R.
FRI	Aug. 14	MOTOCROSS	Corona
THURS	Aug. 20	ODYS, 3 WHLRS	Corona
THURS	Aug. 20	MOTOCROSS	O.C.I.R.
FRI	Aug. 21	MOTOCROSS	Corona

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Speedway
Aug. 14
Costa Mesa

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Dealer Inquiries Invited

AMERICAN MOTO-CROSS A.M.E. ENTERPRISES
Aug. 21-23
INDIAN DUNES
Aug. 15
SPROCKETS PARK
AME P.O. BOX 1421, RESEDA 213/881-5778

SRA Schedule
AUG. 30 SADDLEBACK G.P.
SEPT. 27 RIVERSIDE G.P.
NOV. 1 SUNRISE G.P.
(714) 828-1358

NMA
NATIONAL & REGION ACTIVITIES
SANCTIONS — MEMBERSHIPS
CONTACT: NMA
P.O. BOX 46
NORWALK, CA
90650
213-868-8112
NATIONAL MOTOSPORT ASSOCIATION
MINICYCLE — MOTORCYCLE
MOTOCROSS

IMS
INLAND MOTORCYCLE SPEEDWAY
★ Wednesdays ★
Orange Show grounds San Bernardino
(213) 446-0969

COCA-COLA SUPERCROSS FINALS
Saturday, Nov 14
AMA Sanctioned
San Diego, Jack Murphy Stadium
Chargeline (714) 565-2865
Stadium Motorsports Corporation
P.O. Box 1523, Laguna Beach, CA 92651

RESULTS

Marathon
Sand Hill Ranch
Brentwood, CA
July 10, 1981
By Jeri Hopper

80	
Darin Palsley	Yam
Sergio Fernandez	Yam
Steve DeLay/ Doug DeLay	Suz
125	
David Rodriquez	Suz
Chris Plain	Yam
Gary Johnson	Yam
250	
Mitch Lenz	
George Hopper	Yam
Frank Hannah	Hon
OPEN	
Russ Daley	
C. Christian	
Keith Adams	Yam

Motocross
Sand Hill Ranch
Brentwood, CA
July 12, 1981
By Jeri Hopper

80 NOV	
Jason Knolis	Kaw
Mike Pascarella	Yam
Kevin Brown	Yam
80 JR	
Todd Donaldson	Yam
80 EX	
Eric Tiddel	Yam
125 NOV DIV 1	
Dean Butler	Suz
Don Becil	Yam
Dave Marui	Yam
125 NOV DIV 2	
Erik Fjellbo	
Bill Lea	Yam
Tom Whitemore	Suz
125 JR	
Randy Collins	Suz
Thomas Dalzick	Yam
Darin Sheridan	
125 EX	
Mike Holmes	Suz
Troy DeHerrera	Yam
James Dickmaan	Suz
OPEN EX	
Jim Zack	Yam
250 NOV	
Arthur Klingbul	Hon
Rich Mythen	Kaw
Curt Biso	Yam
250 JR	
Brian Otto	Yam
Eric Conrad	Yam
250 EX	
Troy DeHerrera	Yam
Allen Silhanek	Yam
OPEN NOV	
Mike Calis	Yam
David Drowdy	C-A
John Pepper	Hus
OPEN JR	
Matt Arena	Suz
Glenn Zetterquist	Hus
VET NOV	
Gary Estes	Suz
VET JR	
Nick Novack	Kaw
VET EX	
Steve Machado	Yam
OT NOV	
Joe Mareci	Mai
Ralph Miller	Yam
OT JR	
Jerry Auvenin	Suz
Chuck Watson	SWM
VET EX	
Jack Lewis	

Short Track
Cycleland Speedway
Chico, CA
July 18, 1981
By Little Rich

80 NOV	
Joey Bolen	Suz
Chris Carter	Yam
Dean Goss	Yam
125 NOV/JR	
Jeff Mendes	Suz
Mark Cameron	Yam
Garnett Estes	Yam
250 NOV	
Rick Gresham	KTM
Raymond Victti	Yam
250 JR	
Larry Barkhouse	Yam
Tom Polito	Bul
250 EX	
Dale Hansen	Yam
Pat Siegle	Yam
Ken Gray	Bul
500 NOV/JR	
Frank Pfeifer	Yam
Brandon Carnahan	Hon
Patrick Moore	Hon
500 EX	
Ken Gray	Hon
Pat Seigle	Yam

Short Track
Cycleland Speedway
Chico, CA
July 11, 1981
By Little Rich

80 NOV	
Chris Carter	Yam
Joey Bolen	Suz
125 NOV	
Jeff Mendes	Yam
Todd Eckles	Yam
250 NOV	
Joey Gresham	Hon
Walt Bevens	Yam
Mark Schmeck	Bul
250 JR	
Mike Gresham	Hon
George Cummings	Yam
250 EX	
Lowell Moural	Bul
Dale Hansen	Yam
Ken Gray	Bul
Pat Seigle	Yam
500 JR	
John Lamont	Hon
500 EX	
Dave Ryan	Yam
Ken Gray	Hon

TRH Lost Man's Enduro
Sam Houston National Forest
New Waverly, TX
July 26, 1981
By Lisa Milcich

YOUTH 0-9	
R. Scott Eccleston	Suz
Ginger Jones	Suz
Mike Chaffin	Hon
YOUTH 10-12	
Mike Lee	Yam
Ronny Wilkins III	Hon
John Brasher JR	Suz
JR BOYS	
Hillary Hayman	Yam
Robert Chaffin	Suz
Eddie Vogt	Yam
NOV WOMEN	
Rose Decker	Yam
250 NOV	
Wayne Decker	Yam
Lloyd Wilkinson	Yam
Ron Wilkins Jr	Hus
OPEN NOV	
G. J. Wilmeth	Hus
Bob Phillips	Kaw
David Hodson	Hus
EX WOMEN	
Anita Jones	Yam
125 EX	
Rich Rulau	Hus
Jerry Jones	Yam
Lou Smith	Yam
250 EX	
Tom Tysh	Hus
Ted Ryan	Mai
James Brata	KTM
OPEN EX	
Marlin Decker	Yam
Chris Hardy	KTM
Bob Clark	Yam
OVER 40	
Walter Powell	Yam
J.B. Pincince	Suz
John Brasher	Suz
TEAM (3 people)	
Wayne Decker	Yam
Chris Hardy	KTM
Rich Rulau	Hus
DOUBLES	
G.J./Debbie Wilmeth	Hus
Marlin/Peggy Decker	Yam
FAMILY	
Marlin, Rose & Wayne Decker	Yam
COUPLES	
Wayne/Rose Decker	Yam

Fourth ND/AFM Golden State Road Race Series Final Point Standings

200 GP	
1. Jeff Leggitt	18
2. Robert Lugliani	14
3. William Brinckerhoff	11
Terry Yarger	11
450 PROD	
1. Kirk Graves	20
2. Tom Maggard	14
3. Kenneth Evan	10
600 PROD	
1. Phil Beck	19
2. Frances Mazur	18
3. Tom Chew	13
600 SUPER STREET	
1. Brian Tilseth	20
2. Louis Vallerga	17
3. Robert Runyon	15
OPEN SUPER STREET	
1. Scott Gray	20
2. Lee Fleming	9
3. Dennis Doherty	8
250 GP	
1. Dwayne Chung	18
2. Gordon Hedemark	11
Robert Lugliani	11
3. Keith Day	9
Dave Garoutte	9
600 BOX STOCK	
1. Frances Mazur	19
Phil Beck	19
2. Joe Montoya	15
3. Tom Chew	13
750 PROD	
1. Mike Krolick	20
2. Kevin Peltz	18
3. Michael Wiselogel	16
750 SUPER STREET	
1. Oscar Jackson	18
2. Darrell White	10
3. Shannon Criss	9
OPEN GP	
1. Kerry Bryant	19
2. Eric Palomeino	17
3. Gennady Liubimski	10

Motocross
Kent Howerton MX
San Antonio, TX
July 5, 1981
By Martha Telchick

OPEN EX	
Michael Bradshaw	2-1
David Stutts	1-3
Jack Beckham	3-2
Jeff Ellis	6-4
Douglas Paley	5-5
250 EX	
David Stalts	1-1
Joey Balcom	2-2
Keith Simmons	3-3
Johnny Middleton	4-4
125 EX	
Jami Killion	1-1
Keith Simmons	2-2
Johnny Middleton	3-3
Chris Loflin	4-4
OPEN INT	
Butch Jennings	1-1
Gary Castillo	2-2
David Parker	4-3
Steve Corlee	3-4
John Balcom	5-5
250 INT	
Cody Lipps	3-2
Buddy Kutza	2-4
Joe Gregory	1-5
Kathy Holman	7-1
John Patmor	5-3
125 INT	
Neill Cooper	1-2
Mike West	3-1
Mike Pitts	2-4
Joe Gregory	5-3
Kathy Holman	4-6
OVER 30	
Greg Graham	1-1
Richard Stelter	2-4
Glenn Behnken	5-2
Lloyd Longmire	4-3
Danny Atkins	3-5
OVER 40	
Floyd Longmire	1-1
Richard Stelter	2-2
Jim Ellis	2-2
Tony Baumann	4-4
Walt Zettner	5-5
125 NOV	
Casey Loftin	1-2
Scott Zutner	4-1
Sean Kelly	3-4
Bryan Butts	6-3
Gary Estlack	5-7
250 NOV	
Scott Rollston	1-1
Paul Piottrowski	2-2
Sonny Kosub	4-4
Gary Harvey	3-5
John Swigart	6-3
100 NOV	
Charles McDonald	2-1
Gary Hissler	1-2
BEG	
Fred Trott	2-1
John Bennett	1-2
Charlie Ramirez	3-4
James Laske	4-5
Chris Schrnhoist	5-6
MINI SR	
Hardluck Pitts	1-1
David Parker	3-2
Jeff Wilson	2-3
Doug Morauits	4-4
MINI JR	
James Prasifka	2-1
Pat Clements	1-2
Steve Vickers	3-3
MINI MINI	
Kris Gaines	1-1
Shawn McHenry	2-2
Todd Wilch	3-3

D-36 Point Standings as of July 4, 1981
By Bill Spencer

SHORT TRACK	
Dave Boyles	79
Mark Key	78
Alex Jorgensen	69
Doug Chandler	55
Joe Knight	47
Danny Moore	38
Aaron Hill	37
Kim Jorgensen	31
Keith Day	29
Ken Gray	26
Craig Scroggins	23
Bruce Johnson	21
Marvin Lewis	20
Geoff Lowe	14
Jerry Brandt	14
Bill Arbogast	14
Dave Faria	14
Dave Rosa	12
Chad Felico	11
MINI ST	
Winkie Freitas	163
Kurt Chandler	92
Mike Macedo	90
Kelly Fischer	48
Dean Vincelet	40
Scott Casey	40
Steve Mayfield	27
Ronnie Hayes	14
Craig Johnson	13
Tommy Carriger	11
MX	
Rod Smith	106
Joey Schlag	100
Jerome Heiberger	94
Brad Emery	87
Mike Preston	83
Scott Rebuck	73
Jim Ellis	71
Dave Wood	65
George McNamara	54
Randy Losh	51
Eric McKenna	42
Allen Berluti	42
Robbie Hadlock	38
Ron Combs	38
Bryan Wargo	37
Danny Turner	36
Allen Silhanek	35
Pete Langley	32
Randy Pockrandt	32
Darrell Schultz	29
MINI MX	
Tim Aston	43
Tyson Vohland	27
Eric Liddell	13
Ray Freitas	11
Randy Kay	6

SIR Night Motocross
Seattle Int'l Rcwy.
Kent, WA
July 10, 1981
By Suanne Light

PEE WEE A	
Aaron Fitzpatrick	
Derek Hanson	
PEE WEE B	
Steve Dukes	
Scott Fisher	
Wayne Manning	
MINI A	
Todd Hoover	
MINI B	
Lee Johnson	
Tommy Judge	
David Thompson	
MINI C	
Jeff Brown	
Derek Small	
Rodney Kaiser	
100 A	
Bob Korock	
100 B	
Kris Althauser	
Troy Rose	
Dan Stone	
100 C	
Todd Summers	
Lee Johnson	
Greg Knox	
125 PRO	
Jeff Moore	Suz
Ray Weaver	Suz
Robb Manning	Suz
125 A	
Chad Torbergson	
Ron Shaff	
Verl Hamilton	
125 B	
Jerry Andrews	
Paul Grazioli	
Bobby Rowe	
125 C	
Douglas Grenfell	
Bruce DeJong	
Brian Curtis	
250 PRO	
Cory Klaudt	Yam
Danny Diesso	Suz
Robb Manning	Suz
250 A	
Kevin Bethards	
Gard Hollinger	
Todd Paulson	
250 B	
Steve Henden	
Greg Bickle	
Mark Vollan	
250 C	
Tom Lansford	
Ron Saget	
Steve Jerome	
OPEN A	
John Clayton	
Greg Johnson	
Kid Keynon	
OPEN B	
David Roestel	
Tim Birk	
Bob Wilson	
OPEN C	
Kreston Snow	
Jay Babcock	
Todd Hirsch	
OTH/OT	
Carl McBurnett	
Kreston Snow	
Tom Lansford	

Stadium Motocross
Sacramento Raceway
Sacramento, CA
July 31, 1981
By Jennet M. Smith

125 EX	
Greg Michallic	Suz
Rick Cervantes	Yam
Steve Arena	Suz
250 EX	
Dave Wood	Yam
Tom McKinney	Kaw
Jimmy Robertson	Suz
OPEN EX	
Dave Wood	Yam
Steve Arena	Suz
Mark Sterling	Yam
80 EX	
Kevin Snider	Yam
80 JR	
Kelly Andris	Hon
Charlie Venegas	Yam
Frank Wilden	Yam
125 JR	
David Cummings	Suz
Billy Brazil	Yam
Mike Wenzel	Yam
250 JR	
Mark Andris	Hon
John Dauth	Suz
Bill Connolly	Yam
OPEN JR	
Corey Parsons	Yam
Tom Sweeney	Yam
60 NOV	
Aaron Timberman	Yam
Shawn MacDonald	Yam
Spud Walters	Suz
80 NOV DIV I	
Roddy King	Yam
George Bighorse	Yam
Clint Bassett	Yam
80 NOV DIV II	
Matthew Gibb	Yam
Clint Bassett	Yam
Roddy King	Yam
100 NOV	
Chad Chastain	Suz
Chris Hudspeth	Suz
Ron Wright	Yam
125 NOV DIV I	
Kelly Langseth	Yam
Craig Phillis	Yam
Jim Sizemore	Suz
125 NOV DIV II	
Jim Sizemore	Suz
Troy Muse	Yam
Bobby DelRe	Kaw
125 NOV DIV III	
James Cunningham	Suz
Craig Phillis	Yam
Gene Sullivan	Hon
250 NOV DIV I	
Paul Challburl	Kaw
David Muse	Yam
Dennis Redding	Yam
250 NOV DIV II	
Mike Stirling	Yam
Jeff Webber	Kaw
Mark Miller	Yam
OPEN NOV	
Howard Gordon	Mai
Joey Nail	Yam
Mark Baldry	Yam
PP NOV	
Kelly Grotheir	Yam
Melodye Alecia	Kaw
Leah Arvizu	Kaw
VET EX	
Terry Sage	Yam
Jack Colombe	Mai
Larry Hartnett	Mai
VET JR	
Denny Ware	Mai
Stan Hart	Mai
Cliff Deeds	Mai
VET NOV	
John Winters	Mai
Bill Freiling	Kaw
Paul Fleshman	Mai
OT EX	
Jack Colombe	Mai
Fred Stunk	Mai
OT JR	
Cliff Deeds	Mai
Mike McKee	Yam
Dick Milani	Mai
OT NOV	
Phillip Prickett	BSA
Stanley More	Yam
Dave Milani	Mai

TCCRA Buddy Race
Oakhill
Decatur, TX
Aug. 2, 1981

OPEN	
Andrew Cooksey/Perry Davis	
Nick Bowman/Les Stults	
Terry Walls/Robert Walls	
Buddy Remington/Mike Remington	
250	
Harold Kendrick/David Cowart	
Tommy Powell/Stuart Connell	
200	
Chad Ballew/Barry Stevens	
James Henderson/Jimmy Davis	
Mike Connell/Gorden Harveson	
Mark Sky	
Richard Rock/Rex Adrain	
OVER 30	
Brooks Blair/Jim Masterson	
J.C. Morris/Larry Cleghorn	
Doug Ritter/Jack Hays	
Eric Rasmossen/Art Lambas	
125	
Walt Estes/Raymond Powell	

D-37 Second Quarter MX Points Standings
By Dee Granger

MINI	
1. John David Ray	363.0
2. Nicky Pounds	185.0
3. Keith Morabito	148.5
4. Jeff Mabery	108.0
5. Pat Kapko	95.4
125	
1. Clarke C. Coleman	365.0
2. Randy Yetto	195.0
3. Jeff Stanford	180.0
4. Rick Rodgers	165.0
5. Danny Bookhart	160.0
6. Varney Holbrook	145.0
7. Terry D. Swets	130.0
8. Jake Roach	125.0
9. Rodney Brand	105.0
10. Marty Lehotan	75.0
250	
1. Dave Pettigrew	420.0
2. Danny Sanchez	350.0
3. Fred Combs IV	345.0
4. Dennis Vetter	270.0
5. Eric MacCracken	240.0
6. Jim Butler	200.0
7. Scott Hodgson	190.0
8. Tom Aufrance	105.0
9. Dale Ream	75.0
10. Bill Fleming	75.0
11. Greg Piorkowski	70.0
12. Ed Wright	65.0
13. Dave Herrera	64.0
14. Robbie Brand	60.0
15. Mike Baker	60.0
16. Richard Sands	60.0
17. Vere Butler	60.0
18. Matthew McCourt	59.0
19. Keith Dysert	45.0
20. Russ Kurisu	45.0
21. Charles S. Penny, Jr.	40.0
22. Doug M. Shipley	40.0
23. Mark Barnes	35.0
24. Doug Heil	35.0
25. Cal Stuebner	35.0
OPEN	
1. Ronnie Gibson	435.0
2. Jim O'Neal	175.0
3. Eddie Michetti	145.0
4. Robert S. Alvis	125.0
5. Eric MacCracken	120.0
6. Ron Haase	120.0
7. David Wilson	79.0
8. Rodney Brand	75.0
9. Paul Huffman	60.0
10. Craig Adams	60.0
11. Tom Kelly	60.0
12. Bob Rutten	60.0
13. Doug Clark	60.0
14. Tom Bice	50.0
15. Tom Webb	45.0
16. Jim Turner	45.0
17. Dana Greeley	40.0
18. Alan Paul Smith	30.0
19. Bret A. Wilkinson	30.0
20. Charles Beck	25.0
VET	
1. Terry W. Swets	536.7
2. Samuel R. Groce	426.0
3. Jim O'Neal	372.0
4. Jeffrey Matthews	359.7
5. Dennis Rosenberg	359.1
6. Rick Sieman	304.8
7. George Spellman	276.0
8. Tim Joines	243.0
9. Frank Quick	178.2
10. Ken Ratzloff	168.0
11. John White	162.0
12. David L. Felming	150.0
13. Gary Bates	143.0
14. Mike Boal	67.1
15. Nate Sciacqua	66.0
16. Don Mardon	63.6
17. Steven Gordon	55.0
18. Lynn McGraw	50.4
19. Charlie Conway	49.2
20. R.A. 'Buzz' Moeller	44.0
CLUBS	
1. Dirt Diggers M.C.	630.0
2. Masterlinks M.C.	143.0
3. Invaders M.C.	99.0
4. Sunland Shamrocks M.C.	25.0
5. Rovers M.C.	25.0
6. Brush Busters M.C.	7.0
VET CLUBS	
1. Dirt Diggers M.C.	825.9
2. San Gabriel Valley M.C.	206.0
3. Invaders M.C.	50.4
4. One Hundreds M.C.	25.0
5. Brush Busters M.C.	18.0

TROPHY PICKUP

For listing in this department, please mail information with $1.00 per week that it is to run to: Cycle News Trophy Pick-up, Box 498, Long Beach, CA 90801.

WANT ADS

Help Wanted

Sales Representative Wanted
For MX GAME (714) 997-3910 or (714) 638-8760. (32/33)

★PARTS COUNTERPERSON★
YAMAHA MISSION VIEJO is in need of a capable parts counterperson. Experience helpful. Good pay & company benefits. For more info call (714) 831-0601. (32)

★★★★SALESMAN★★★★
Part time Friday, Saturday (alternating) or every Sunday with opportunity to develop to full-time with large Yamaha/Husky dealer in South Bay area. T & O YAMAHA — 24020 Narbonne Ave., Lomita, CA. (213) 534-2311. (32/TFN)

MOTO-X ONLY!!
Leave the street bike blues behind. MAICO WEST needs a parts person to help with all duties in factory parts department. Growth opportunity. Burbank area. Call Pat: (213) 843-5515. (32/33)

★★Accessory & Parts Mgr.★★
Needed for growing Orange County Honda dealer. Strong merchandising experience helpful, excellent pay & benefit for TOP person. TUSTIN HONDA, 100 N. Tustin Ave., Tustin, CA 92307. (714) 558-9393. ★We also need parts & accessory sales persons! (32/33)

★MOTO-X FOX★
is looking for a mechanically inclined person for shock assembly. Full-time. (408) 371-1221, ask for Jim. (32/33)

Distributor Phone Salesman!
MOTORCYCLE GOODIES! Wholesale only! LAID-LAW's HARLEY-DAVIDSON established since 1960 needs a knowledgeable phone salesman familiar with Harley-Davidson parts. Salary plus commission. (213) 572-0819. (30/32)

★Parts★Sales★Service★
We need some professionals! Excellent pay plan and good company benefits. We will negotiate moving expenses. Year round employment. BURBANK KAWASAKI (213) 848-6627, ask for Leon. (32/33)

Designer/Fabricator
Motorcycle parts manufacturer seeks experienced designer/fabricator for proto-type work. Will design product & build jigs & fixtures for production. Must have abilities in combination welding, lathe & mills. Motorcycle proto-typing experience a plus. Excellent benefits include: Paid medical & profit sharing plan. Send resume to: Cleve Adams, KERKER, 7900 Deering, Canoga Park, CA 91304. (213) 999-3060. (28/TFN)

★ARIZONA — PHOENIX★
Experienced salesman, as well as serious motorcycle enthusiast? Largest volume Yamaha dealer in Arizona. Pay based on strong commission plan, plus all benefits. If this sounds like you, call Perry or Bob at BELL ROAD YAMAHA (602) 867-7970. (32/33)

JOIN TEAM TORSTEN
TORSTEN HALLMAN RACING is looking for sales reps. Only full-time professionals need apply. Call toll free (800) 854-2819. Bob Maynard. (32/33)

★Service Manager & Mechanic
Both positions require experience and the mechanic must have his own tools. Fantastic opportunity for the right men! Call Tom Lentini of CANOGA PARK SUZUKI at (213) 884-0413 to arrange an interview. (31/TFN)

MECHANIC!★!★!
We're looking for an experienced mechanic with his own tools who's looking for a great work atmosphere & excellent company benefits. Contact: RINCON KAWASAKI, 263 S. "E" St., San Bernardino, CA 92401. (714) 884-6481. (26/5)

WANTED MOTORCYCLE MECHANIC — Honda experience preferred. Located in South Texas beaches, sun and palm trees. (512) 423-5156. (32)

★YAMAHA MECHANIC★
M/C & S/M full time. Potential for good commission, wages! Beautiful Okanogan Valley. Hunting, fishing, & camping galore. OMAK YAMAHA, Box 627, Omak, WA 98841. (509) 826-4924, Frank. (32)

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Your favorite newspaper's fast-paced office is growing! We need a full-time Advertising/Editorial assistant with a good office skills background. Dictaphone typing (60 W.P.M.) experience necessary. Contact Vicky at CYCLE NEWS for interview. (213) 427-7433. (14/TFN)

Mechanics Wanted!!
COLE BROS. MOTORCYCLES (213) 980-3715. (21/TFN)

★Harley-Davidson Mechanic★
Must be experienced and have own tools. TOP PAY with excellent benefits. High volume HD dealership in So. Calif. area. Call today for interview! (213) 572-0819. (28/EOI/32)

I need a Journeyman Mechanic!
Send resume to CONCORD YAMAHA, 1891 Market St., Concord, CA 94520. Or call Jerry at (415) 798-2580 for more details. (24/TFN)

Honda Motorcycle Dealership
is currently accepting applications for experienced Honda mechanics. Excellent benefits & year-round employment. Contact Hal at (714) 531-0742 or (213) 924-6006. (29/TFN)

★Motorcycle Mechanic★
25 to 50 years old with at least 2 years recent working experience in a Harley-Davidson motorcycle dealership. Must have own tools. Factory trained person preferred. Must have references. $20,000 plus per year. Paid medical, uniforms, & vacations. Apply to Richard at Harley-Davidson Motors, 2131 E. 1st St., Santa Ana, CA 92705. (714) 835-9141. (29/32)

★Honda Motorcycle Agency★
Manager capable of assuming management/sales responsibilities. Send letter & resume to: CYCLE NEWS, Dept. 231, PO Box 498, Long Beach, CA 90801 (So. Calif. area). (29/32)

★ALHAMBRA YAMAHA★
is looking for an experienced Yamaha mechanic! ALSO: We need an experienced Yamaha salesman. TOP WAGES! (213) 289-5301. (31/32)

★★★ATV News editor★★★
If you're a competent editor, can write entertaining copy, know how to use a camera and are involved with three-wheelers and Odysseys, we'd like to talk with you! Please phone 213/427-7433 to schedule an interview. (30/TFN)

★Parts Manager★
We're looking for an experience parts manager for one of Los Angeles' largest Honda dealerships. Contact Mike Felder for more info at (213) 466-7191. We offer excellent pay and good company benefits. (29/TFN)

Sales/Customer Service Pos.
Excellent position & salary for the right person. Organized person needed with good written & oral communication skills. Knowledge of the motorcycle industry necessary. Salary open, depending upon experience. Computer operation knowledge a plus, but not necessary. Send resume to: K&N ENGINEERING, P.O. Box 1329, Riverside, CA 92502. Attn: Rich Barnes. (29/32)

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AMERICAN MOTORCYCLE SCHOOLS, INC.
Start an exciting career as a:

Motorcycle Mechanic "The California School of the Professionals"
Residence or Home study

If you're serious about becoming a top-notch motorcycle mechanic, you'll want the best possible training available. You can't afford second best and neither can we. If you think you have what it takes to become a professional...

Call toll free 1-800-423-4678
Calif. Residents call collect (213) 944-0123. AMERICAN MOTORCYCLE SCHOOLS, 10025 Shoemaker Ave., Santa Fe Springs, CA 90670. (49/TFN)

Houston's leading Off-Road
Motorcycle Dealership for sale! Well established, 11 year old money making dealership with even greater potential. Land, building, equipment and inventory — $50,000 down, excellent opportunity & investment. Owner will finance & train. (713) 862-2252. (32/35)

Suzuki Motorcycle Franchise
Along with Wetbike sales & rentals. Resort area, close to lake. Will sell both francises together or separate. Buyer must qualify. Lake Havasu, AZ. (602) 855-7032. (32)

2 Kaw, Suzuki & Ski-Doo Del. For Sale
Land and building, parts & motorcycles, both shops open now. Located on US I outside Philadelphia and Trenton, NJ. Finance possible, available on one shop. For further information call Frank Ferrante, (609) 882-6684 nights. (18/32)

GREAT OPPORTUNITY!!!
Beautiful shop in sunny Albuquerque. Established over 8 years in business at super location. Complete line of parts and accessories. Full service store employs 9 full-time people including 4 mechanics, service manager, parts manager, salesman & 2 shop brushes. Will sell approximately 400 used machines this year with average 42% gross profit per machine. Very excellent growth record of 60% annually. Will do $500,000 this year. Excellent owner salary. Owner can finance part. (505) 268-4589. (30/TFN)

CLASSIC BIKES
1968 Greeves Challenger, 1974 CZ 40, 1974 Kawasaki 90. All bikes in near new cond., prices neg. (714) 831-8456. (32)

★SUPER TRAILER★
1973 Smuggler 22 foot. Self contained — air — excellent condition — holds 4 bikes — $3900. (213) 431-3346. (32/33)

Yamaha 650 — Shell built!
Redline frame — looks new — $1,000. (213) 421-2306. (32)

★RD400F Daytona Special★
New top end, performance extras, superb condition. $1775/OBO. Call Mike — days (213) 643-1940. (32/33)

1976 360 HUSKY
New top end, excellent condition, $700. (714) 626-6265. (32/33)

'69 Kawasaki 500HI Dragbike
NMRA, IDBA, and Dragbike, FF/A National Record Holder, Best ET 10.65 at 125 mph. Many extras, $1100.00. (213) 255-0372. (32/33)

'79 TRI MOTO
Aluminum rims, new chamber, big clutch. Must sell, $600.00. Call after 6:00 (213) 882-7438. (32/33)

'73 Triumph TRX 75
All original, 10,000 orig. mi., mint condition. $3,500 firm. Call (702) 323-9308 or (702) 323-6471. (32/34)

Milne Distributing
1-(800) 352-8978 Calif.
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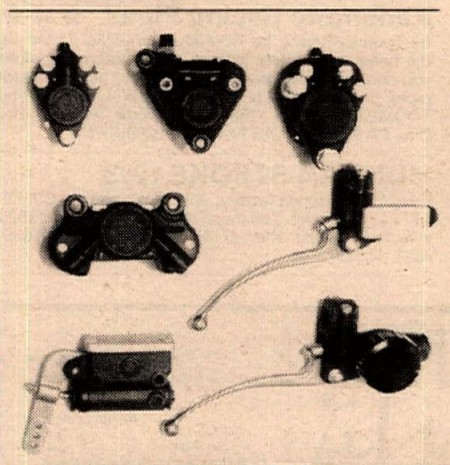
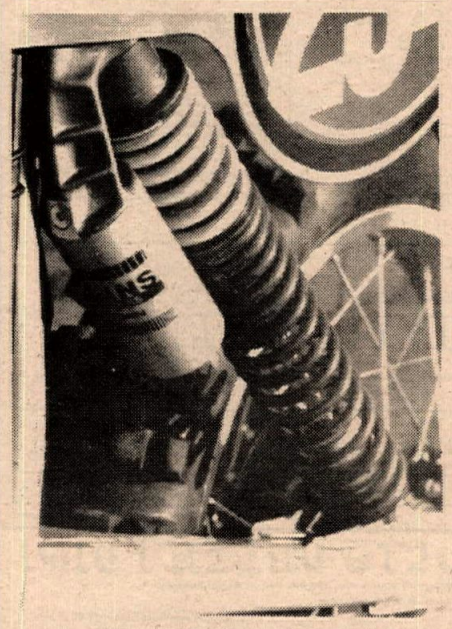
Yamaha Seca 750 Fairing
Hand laminated fiberglass with the distortion free "Clearsite" shield. Featuring a four point rubber mount system. $169.95. Mfg: ACTION FIBERGLASS, 10431 Beach Blvd., Jacksonville, FL 32216. (904) 641-7071. Distributor: MILNE DISTRIBUTING, 429 N. Azusa Ave., Azusa, CA 91702. (32)



★ GRIMECA BRAKES ★
Disc brake components that WORK! Master cylinders, calipers, rebuild kits. AEROQUIP steel braided hose & fittings. STORZ PERFORMANCE — 9344 Oso Ave. "J", Chatsworth, CA 91311. (213) 993-3430. (32/35)



Overworked Ohlins, flogged Foxs
SHOCK REBUILDING BY PRO'S. We rebuilt Ohlins & Fox shoxs. Damping changes, fast service, inexpensive, $35 plus parts. STANDARD CRANK MOTO DIVISION, 908 Wemar Wy., Montebello, CA 90640. (213) 728-3376. (32/33)

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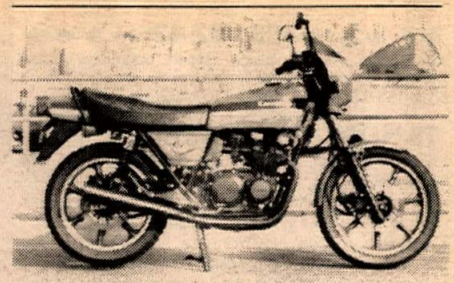
Low mileage, never raced, best offer! (714) 585-4742 or (714) 866-7625. (32/33)



★★★GPz550's IN STOCK★★
KAWASAKI OF GOLETA
323 Magnolia Avenue
Goleta, CA 93117
(805) 964-7893 (32/33)

1969 VOLKSWAGEN BAJA
1600cc engine, newly rebuilt — $1400. (714) 626-6265. (32)

4-VALVE NEAL
STREAK! Ready to race. Tires & gears — $1300/OBO. ALSO: '80 RM250 — $800. (213) 596-7075 or (213) 426-6181. (32)

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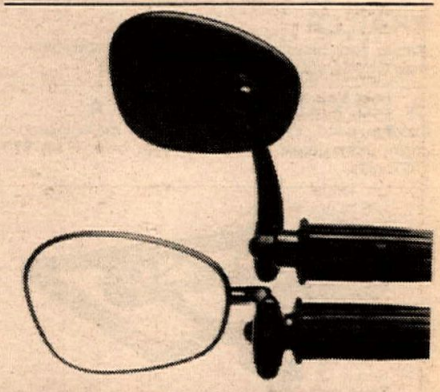
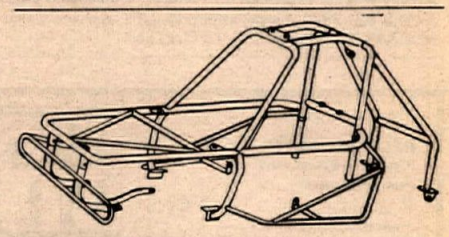
PRO CYCLE Summer Sale! These new bikes are in stock: 1981 495's, 1981 250 5 & 6 speeds — Call for our "out the door" price. 1981 250 MX tank — $1575, 1980 250 Cross Country tank — $1575. These offers will be good thru August 31st, 1981. Heliarc welding & fabrication for aluminum mag & skid plates now available. PRO CYCLE, 1265 E. Lincoln, Anaheim, CA 92805. (714) 772-8170. (32/33)

COATS-TIRE MACHINE
COATS 200 — like new! — $200. WINNER CIRCLE SUZUKI (714) 882-1731. (32/33)



ALBERT BAR-END MIRRORS
Made in W. Germany, low vibration, replaceable lens, unexcelled rearward vision. Available in California at: RACECRAFTERS, Canoga Park, RICKEY RACER'S, Costa Mesa, CHAMPION YAMAHA, San Jose, RENNSPORT, Santa Barbara, Outside California call (800) 227-3670 for YOUR nearest dealer. (32/35)



HRD Racing is for Odysseys!
Harry Klemm is now exclusively doing Odyssey porting, balancing and R&D engine work for HRD RACING. If you aren't familiar with Harry's accomplishments, he has a great R&D background. More than likely he is best known for when he was with DG Performance. Harry researched and developed the DG Odyssey high performance engine components two years ago. As we all know things have changed in the past two years. If you care to catch up contact HRD RACING, 908 N. Marcella, Rialto, CA 92376. (714) 874-4150. (Phone or Mail Order Only!)

★NEW! MOTOCROSS GAME★
A 3 dimensional landscape motocross course that comines skill & excitement. For immediate delivery, send money order for $12.95 (shipping included) plus 6% tax for CA residents to: FOOTHILL MFG. CO., 968 Enterprise St., Orange, CA 92667. Dealer inquiries invited. (32)

'77-750 HONDAMATIC
Only 16000 miles, as new, fully dressed. (714) 992-2258. (32)

★★★★★ 1981 YZ-125H ★★★
XInt. cond., motor stock, ridden only few times, Metzeler on front, Phase II cleaner, must sell, $995.00. (213) 469-8731 or (213) 464-7137. (32/33)

'79 HONDA ODYSSEY
Erickson roll bar, excellent cond. $1200. (213) 324-5449. (32)

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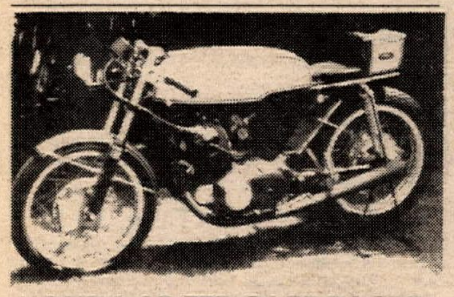
Excellent condition, new front tire, hardly ridden, must see, $1150 or best offer. Kraig (714) 771-6487. (32/33)

1976 YAMAHA TT500 stock with lights, excellent condition, $895.00/OBO. (213) 374-3930. (32/33)

1981 YAMAHA XT500
Perfect condition, only 3000 street miles, runs great, White Bros. pipe & carb kit. $1100 firm, must see. (714) 639-4576. (32)



HONDA CB-77R CAFE RACER
Dunlop KR's, Norris cam, Moriani rims, TD-1 front wheel. Ridden 30 miles, primo condition, licensed for street, $825 or offer. (714) 892-9651. (32)

ALL ALUMINUM
Covered bike trailer holds 4 bikes, $1200.00. (209) 299-4594 Eves. (32/33)

TRAILER
Carries four bikes — large tool box — new paint — mag wheels, $500.00. (213) 781-6581. (32)

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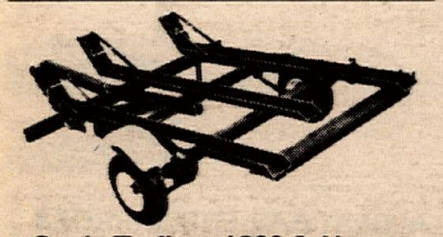
Excellent cond., White Bros. rear shock mod., Diamond chain, extra desert tank. $825.00 or best. (714) 970-1687. (32)



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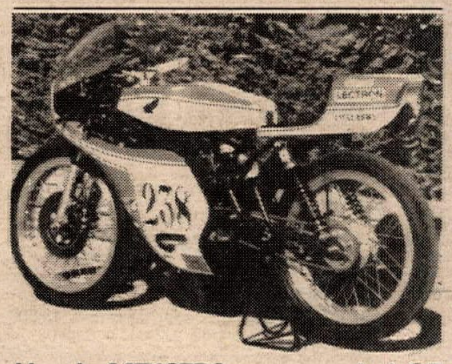

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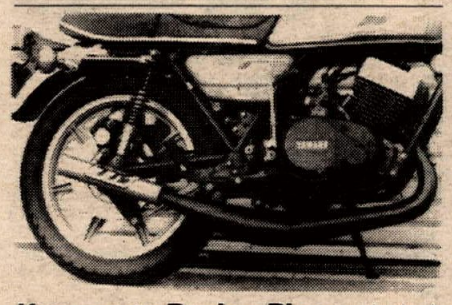

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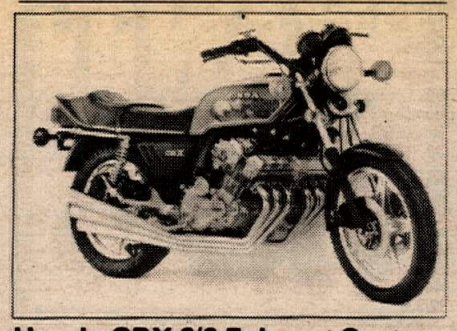

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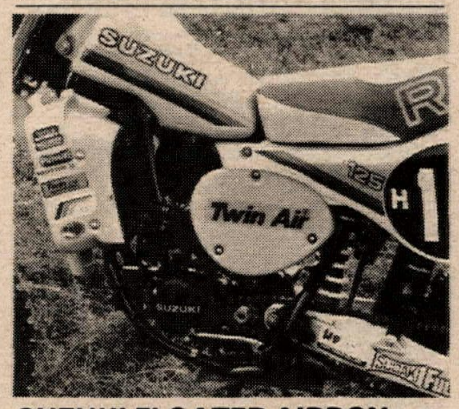

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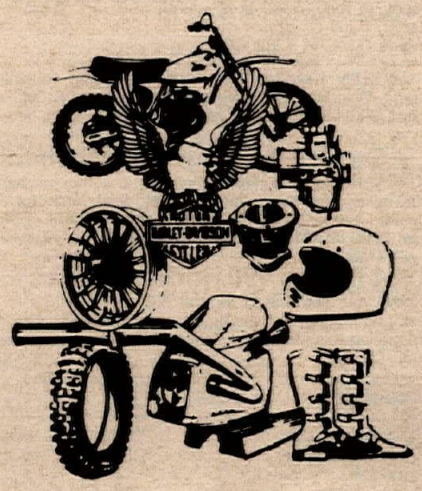

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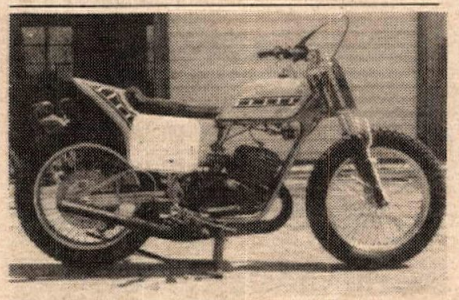

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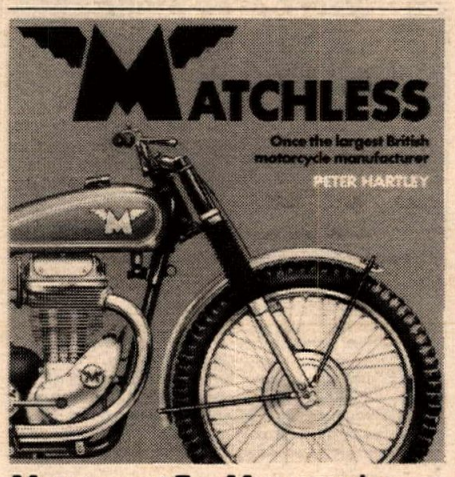

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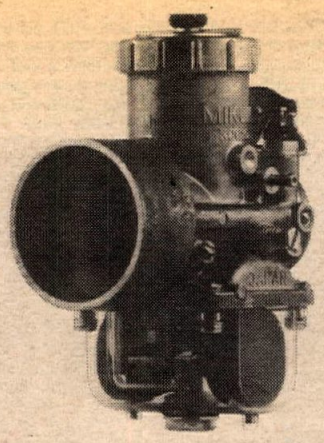

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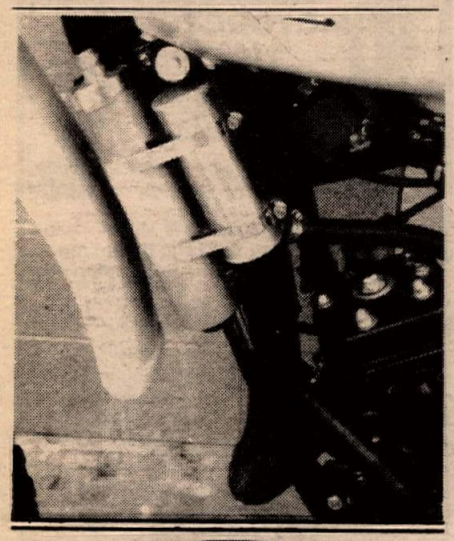

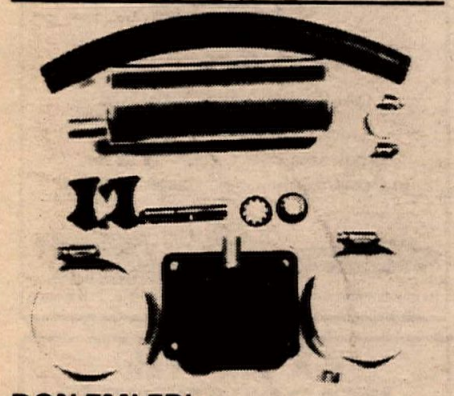

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More torque, improved throttle response smoother powerband. Plenum chamber, designed after factory works bikes, complete with 15 minute installation kit. Models available for most makes — $39.50 complete. Call or write for more info: ROOST FACTORY, 1430 W. 259th St., Harbor city, CA 90710. (213) 375-0181. Dealer inquiries invited. (25/TFN)

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Vets Gran Prix bike. Fresh top end, Metzeler front tire, K-190 rear, qualifier gas tank, Answer silencer and more. Professionally maintained. $1200 or best. (714) 772-2825. (32)

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Two complete rear wheel/brake assemblies, 1 complete front wheel/brake assembly, 1½ front brake assemblies. $73 O.B.O. (512) 696-4433 eves. (32/33)

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Like new, $700 each. (714) 568-5785. (32/33)

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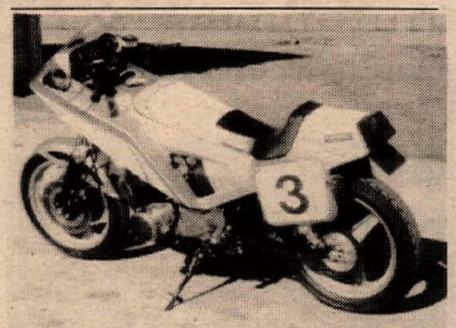

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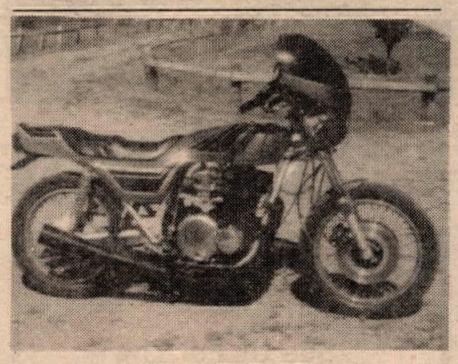

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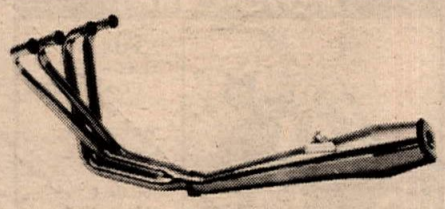
4 cylinder 4 stroke, 95 HP, 7,000 original miles. Winning performance header, custom Tracy body, just dynotuned, Tony Williams trick frame, Martek L.E.D. ignition, double front discs, Koni shocks and many other extras — IMMACULATE CONDITION. Very fast — unique. Sacrifice — $2,850. Phone (916) 682-8212. (31/34)



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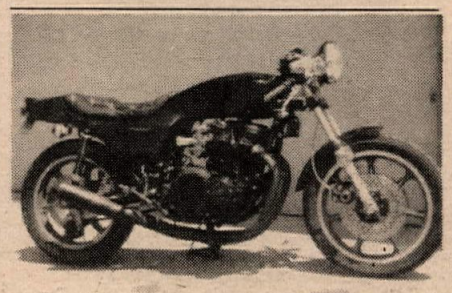

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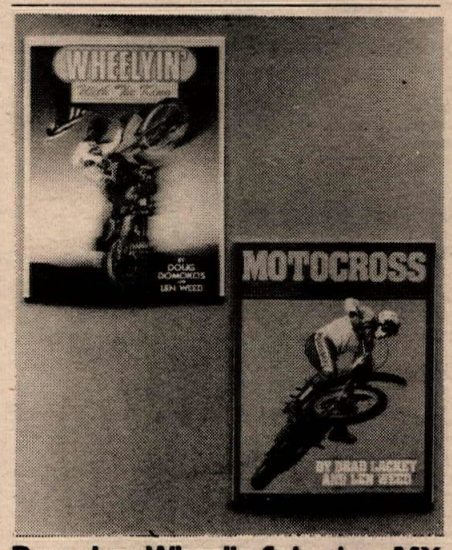

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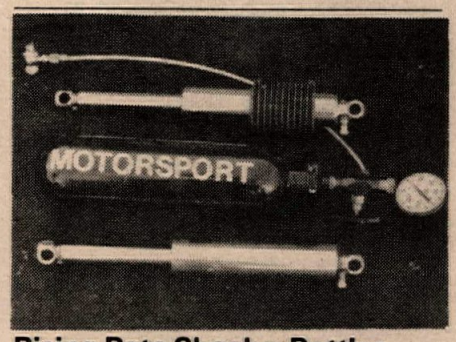

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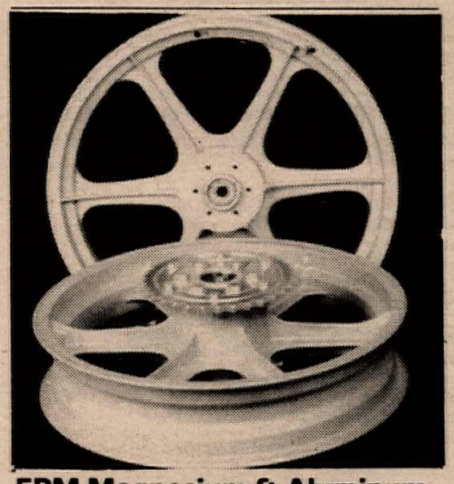

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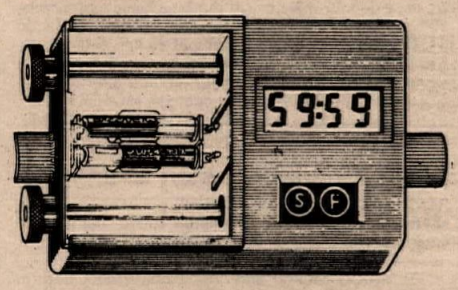

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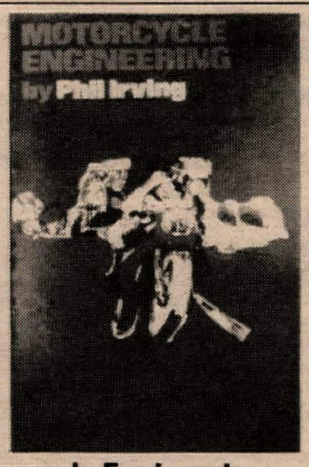

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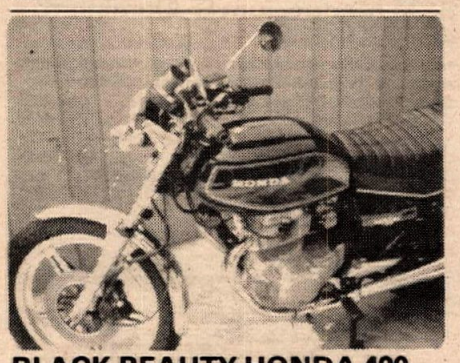

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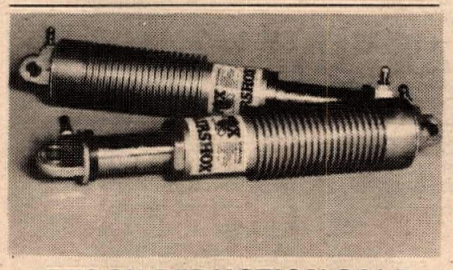

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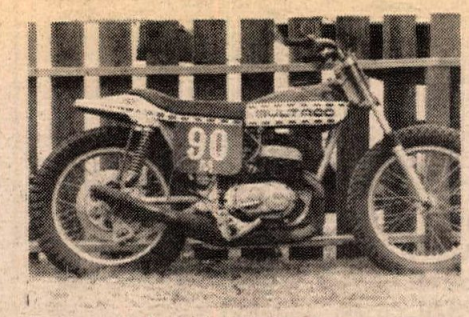

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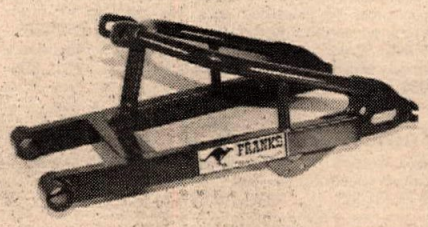

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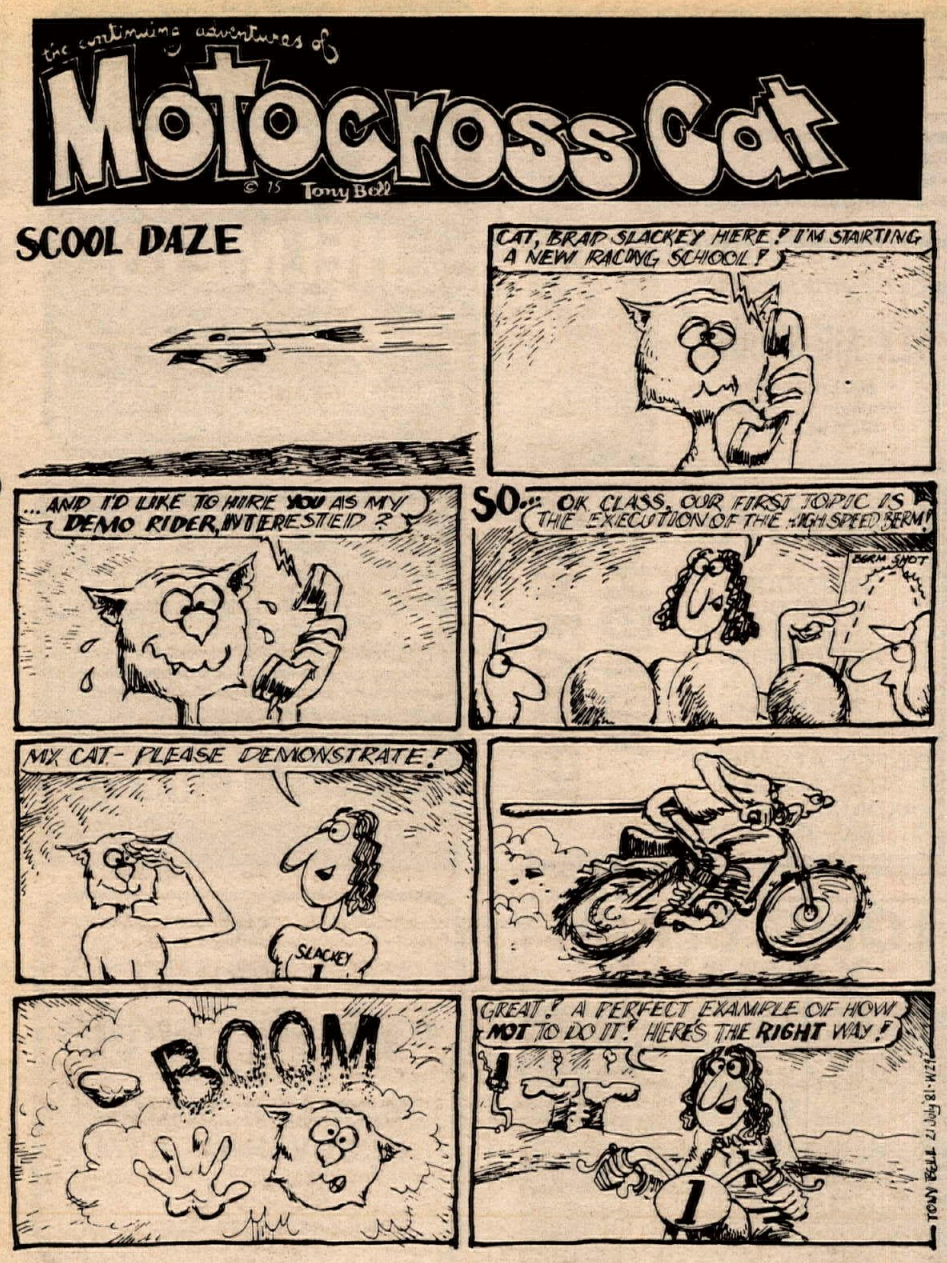

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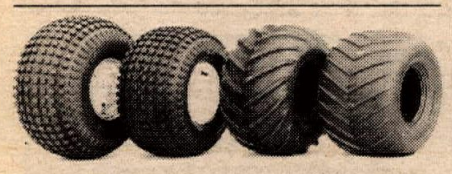

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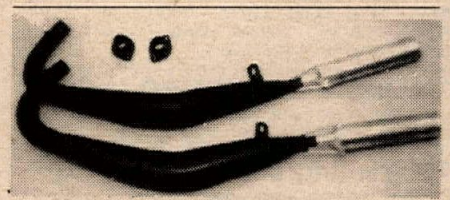

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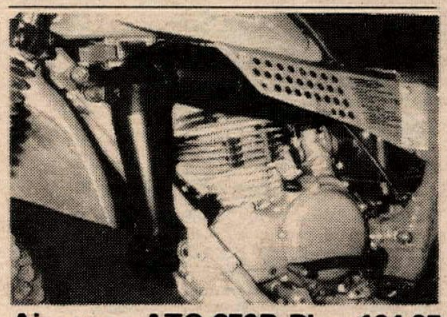

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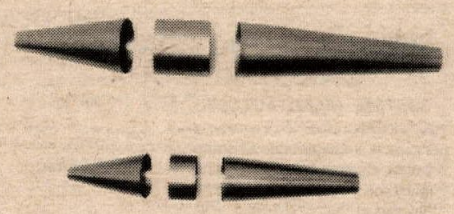

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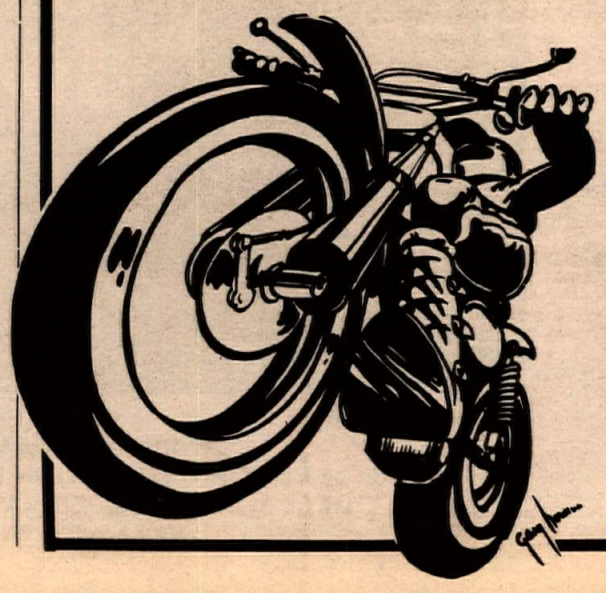

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